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TOPICS OF THE DAY

HAYWOOD'S BATTLE IN PATERSON

THE STRIKE in the Paterson silk mills is a war, says William D. Haywood, "a bitter war—it's worse than any other war." That, suggests a writer in a New York paper, may be because he has to reckon with a foe "more formidable than the employers, the Mayor, the Chief of Police—more powerful even than the imported private detectives — the American Federation of Labor." So this strike takes on the form of a rivalry between two labor organizations, between two labor ideals. The difference of point of view, as generally understood, is that the American Federation of Labor fights only when necessary, to gain certain advantages, and that it is willing to compromise and make agreements with employers, while the Industrial Workers of the World aim at a union which, "by sheer strength, numbers, and determination, can force whatever demands and concessions it chooses." Or, to put it in the blunt Haywood phraseology, "We are making an effort to develop class consciousness. The I. W. W. wants to wipe out the power of Sam Gompers, John Mitchell, Jim Lynch, and John Golden, who banquet with the capitalistic class at night and talk to workingmen in the daytime."

Haywood himself has drawn from a reluctant press many admissions of his ability as a strike leader. The strike he has been managing in Paterson for the past ten weeks seems, says the Springfield *Republican*, "to be as notable in its way as the strike he managed at Lawrence a year ago." His leadership, notes *The Republican*, and the same observation is made by a number of papers in New York and New Jersey, was strengthened by his apparently groundless arrest on March 30 and subsequent release. With four of his associates, Haywood is now on trial under indictments for inciting to riot and unlawful assemblage. The issues of the contest, which those outside of the silk industry find it rather difficult "to consider with clear understanding," are thus stated in *The Republican's* editorial:

> "Some 27,000 silk mill operatives have now been idle nine weeks, and the loss in wages alone has been at least $2,000,000. So much dyeing of fabrics is done in Paterson for silk mills located elsewhere that the strike is believed to have affected 50,000 workers in the silk industry at large. There were some grievances originally of the broad silk weavers, who weave the cheap grades of goods, on account of the introduction of the three- or four-loom system. The principal seat of the cheap silk manufacture hitherto has been in Pennsylvania, while the Paterson mills have woven the finer fabrics. Only the large mills can introduce the multiple

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THEY LEAD THE STRIKERS IN PATERSON.

On the reader's left is Carlo Tresca, whose fiery appeals commend him to his fellow-Italians, on the right is "Big Bill" Haywood, between them stands Elizabeth Gurley Flynn, who says she has "been in this business" of speechmaking and organizing workers since she was fifteen.

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looms, and they have sought to extend their business in the cheap grades of silks, which are highly profitable.

"The Paterson weavers contend that the new system will lower wages and result in the displacement of men by the low-priced labor of women and girls. They struck against the multiple-loom system and for a minimum wage of $12 a week. The ribbon weavers and the dye-house workers struck out of sympathy. The dye-house men, who work in two shifts of twelve hours a day, demanded shifts of eight hours and a minimum wage of $12, inasmuch as their work is carried on under unhealthy conditions. All the strikers, being unorganized, joined Mr. Haywood's I. W. W.

"Here one sees again how Haywood finds his opportunity to build up the industrial workers of the world. It was the same at Paterson as at Lawrence. The older and more exclusive trade unionism in the textile industry had never organized the Paterson operatives. The I. W. W. jumps in and furnishes leadership for the strike, no doubt fomenting it and keeping it going in accordance with the 'direct-action' principles the organization stands for. If the strike fails, the defeated workers will probably practise the destructive arts of sabotage after their return to the mills, precisely as is taught by syndicalism."

As in Lawrence, the strikers' children play a prominent and picturesque part. The first declaration that they would be sent out of town to be taken care of was met by the Mayor with the statement that Paterson could take care of her own children. To "call his bluff," Miss Elizabeth Gurley Flynn, "Bill" Haywood's chief lieutenant, took eighty-six small children around to the City Hall. But here they found the Commissioner of the Outdoor Poor ready to take charge of each case after proper investigation. So the promised presentation ceremony failed to take place, and the distribution of children began, some reaching New York in time to appear in the May Day Socialist parade.

The somewhat belated entrance of the American Federation of Labor is interpreted by the Industrial Workers as "a declaration of war." As the New York *Evening Post* puts it:

"With the advent of John Golden, president of the United Textile Workers, at the behest, it is said, of the mill-owners, and the opening of a headquarters to enroll strikers in the A. F. of L., the old fight between the two organizations, that had its opening battles in the great strikes at Lawrence and Little Falls, is on again, with more bitterness and determination than ever, and the situation has reached the point where Haywood and his followers realize that if the A. F. of L. effects a settlement with the bosses, and the workers return to their tasks, the loss of prestige to the I. W. W. will be a blow from which recovery will be nearly impossible."

While several newspapers reported much apparent success in this effort to organize unions among the dyers and textile workers, the New York *World* does not see what the A. F. of L. leaders can accomplish, for "the strikers are lined up almost solidly with William D. Haywood and his colleagues." And the Newark *News*, explaining this peculiar situation in the near-by city, says:

"If the workers now have a substantial grievance, they had it when the I. W. W. organized the strike. If they are now in an effective position for redress, the I. W. W. leadership deserves the credit.

"On the surface it would seem that the I. W. W. had 'put one over' on the craft unionists, and that the latter should take counsel with themselves to avoid losing prestige. Their delayed entrance into the field looks like an effort to cover ready-made union recruits into their organization, using as a lever the apparent inability of the I. W. W. to reach any settlement because of their radical and hostile philosophy.

"The refreshingly simple I. W. W. creed, with its all right and all wrong, its uncompromising adherence to the belief that labor is the sole agent in production and that the share of all else is robbery, may naturally be expected to make an effective appeal to mentalities which the more conservative, and, in the long run, sounder beliefs of the Federation leave unimprest. Perhaps this may account for the success in organization that the I. W. W. had as much as remissness on the part of the Federation."

The national leaders of the Federation, explains *The News*, do not take part in a labor contest like that in Paterson unless called in by the local central body. But the central body in Paterson could not act at first because it could not get the indorsement of enough votes, for "many of its members were I. W. W. sympathizers." The logical way out, that is, from the manufacturer's standpoint, concludes the Newark daily, would seem to be "an alliance with union influences that are constructive rather than revolutionary." And, according to some Paterson dispatches, this is the way many mill-owners feel about it.

The Paterson *Call* believes that the strenuous campaign for members now being waged by the American Federation of Labor will bear fruit, and that through the efforts of Federation officials the strike will finally be settled. This is a consummation earnestly desired by many papers in the region near the scene of Mr. Haywood's activities. And they pass to a denunciation of this labor leader, his organization, and his methods. Working people, declares the New York *World*, "need protection quite as much against dangerous breeders of disturbance like the Industrial Workers of the World as against unjust and greedy employers." *The Journal of Commerce*, too, remarks:

"If allowed to have their way from economic anarchy to the verge of political anarchy, the inevitable recourse must be to a strengthening of power in the hands of those who have the capacity to govern, for the protection of person and property alike, and for the preservation of the economic and social system. These Haywoods and Ettors and Trescas and Flynns are the worst enemies of democratic government."

Yet rioting, "mob rule," anarchy, is not what capitalists fear, comments the Socialist New York *Call*, for "that is a matter that can be easily handled." But, it continues:

"Down deep into the minds of workingmen is being driven the illustrated lesson of the power the capitalist class is armed with in the possession of the law-making and law-administering functions of society, and therein lies the danger. To wrest that power from those who now exercise it is the object that is being irresistibly thrust upon the workers, and this result the capitalist press fears infinitely more than anything else the workers may attempt. And Paterson has gone further than either Lawrence or Little Falls in impressing that lesson upon them."

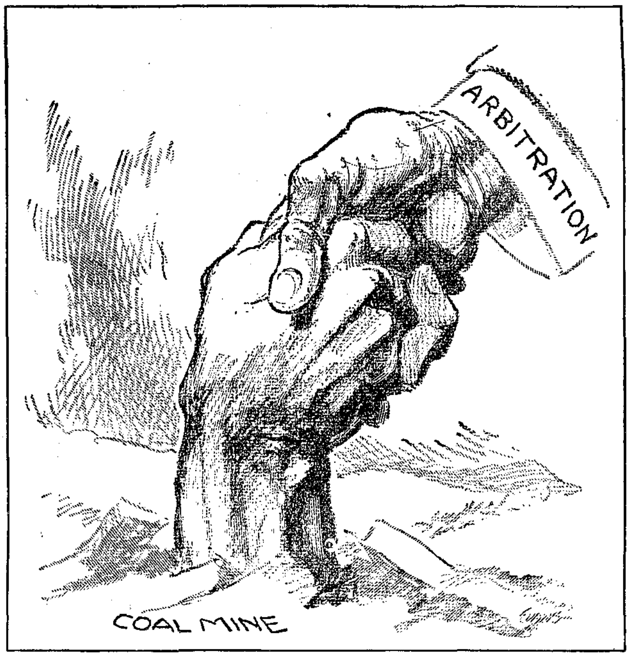
Several editors who would be the last to commend either the methods or the ideas of William D. Haywood can not help noticing in his Paterson leadership an apparent anxiety to keep within the law, and a comparative absence of such speechmaking as could properly be termed incendiary. One writer calls attention to the fact that while he lashes the American Federation of Labor and the Paterson employers, and will hear of no compromise or concession, yet in his daily talks to his loyal and zealous followers he does not stir them to violence, but rather urges them to stand firm, and pictures the glories of the day when they shall have won the victory. It is rather easy to understand the appeal of such a vision of a Paterson Paradise as was one day painted before the poor strikers who had not received pay envelops for weeks. Not many years hence, explained Haywood in his low, well-modulated voice, all the small silk-mills will be abandoned and the work will be done in one mammoth plant conducted by the workers—

"It will be utopian. There will be a wonderful dining-room where you will enjoy the best food that can be purchased; your digestion will be aided by sweet music, which will be wafted to your ears by an unexcelled orchestra. There will be a gymnasium and a great swimming-pool and private bathrooms of marble. One floor of this plant will be devoted to masterpieces of art, and you will have a collection even superior to that displayed in the Metropolitan Museum in New York. A first-class library will occupy another floor.

"The roof will be converted into a garden. There beautiful flowers will fill your eyes and their sweet perfume your nostrils. The workrooms will be superior to any ever conceived. Your work chairs will be morris chairs, so that when you become fatigued you may relax in comfort."

PEACE IN WEST VIRGINIA

THE LABOR WAR of more than a year in West Virginia ends with what is generally taken by the press to be a nearly complete victory for the miners and something of a triumph, too, for Governor Hatfield. The open hostility engendered on both sides, the clashes between miners and guards, the repeated establishment of martial law with the consequent perplexing legal problems, and the appearance of such picturesque figures as Mother Jones, cause the New York *Sun* to refer to the strike in the West Virginia coal fields as "probably the most bitter and protracted industrial struggle of the kind in the history of the country." Governor Hatfield's intervention brought about an agreement between certain operators and their employees several weeks ago, as related in our issue of April 5. Elsewhere there was more obstinacy, and finally, according to one newspaper account, on April 25 at midnight, the Governor "issued what he termed an ultimatum, giving warning that 'this strife and dissension must cease within thirty-six hours.' The Governor's proposals were accepted a little more than twelve hours later."



SHAKE!

—Evans in the Baltimore *American*.

Most of the miners have now returned to work, the State troops are being withdrawn from the coal fields, and normal conditions are being restored. "The strike is ended," declares Governor Hatfield in an official statement which reads in part:

> "As Governor of West Virginia, I felt for the good of all that the dispute should be terminated. While I took no sides in the matter in so far as the contentions of the parties in interest were concerned, I took a decided position and suggested that certain concessions be made by both parties.
>
> "I did not ask the coal operators to adopt something that was inimical to their interests or that will cast opprobrium upon or in any way handicap the industry in West Virginia. It was also foreign to me even to suggest or dictate how they should conduct their business, nor did I wish to conflict in any way by suggestion or otherwise with the rights and liberties of the laboring man.
>
> "However, I felt it my duty as Chief Executive of the State to insist that the law be enforced in letter and in spirit."

The miners' demands, as stated by President White, of the United Mine Workers of America, were, besides better wages and hours, "the right to belong to a labor organization without discrimination; the semi-monthly pay day; the selection of check-weighmen to secure honest weights; to have their coal weighed, and that 2,000 pounds shall constitute a ton." And the Governor's recommendations, which were finally accepted, include most of the points in a proposition submitted to him by President White and published in *The United Mine Workers' Journal*. To quote the Governor's statement of his terms of agreement:

> "First—That the operators concede to the miners their right to select a check-weighman from among their number when a majority demands, as indicated and in keeping with sections 438–439 of the code, to determine, to the entire satisfaction of the employee, the exact weight of all coal mined by him and his co-workers.
>
> "Second—That a nine-hour day be conceded to the miners by the operators. To be more fully understood as to what constitutes a nine-hour day, I respectfully advised that it meant nine hours of actual service by the employee to the employer at the same scale of wages now paid.
>
> "Third—That no discrimination be made against any miner, and that if he elects he may be permitted to purchase the supplies for the maintenance of his family wherever it suits him best, as this was claimed by the operators to be the case at the present time. It is hoped by the Chief Executive that it will be the pleasure of the mine operators who own and control commissaries to see that the prices of their merchandise are in keeping with the same prices made by independent or other stores throughout the Kanawha Valley.
>
> "Fourth—That the operators grant a semi-monthly pay.
>
> "It will be my pleasure to use all the means at my command to see that each and every proposition so acceded to is carried out in its fulness, and I will further endeavor in such cases where the law is not now explicit to have the same so amended as will secure in the future the carrying out of the suggestions I have made."

The West Virginia correspondent of the Socialist New York *Daily People* believes that the striking miners have been duped on one point, "that of no discrimination against union men." He says:

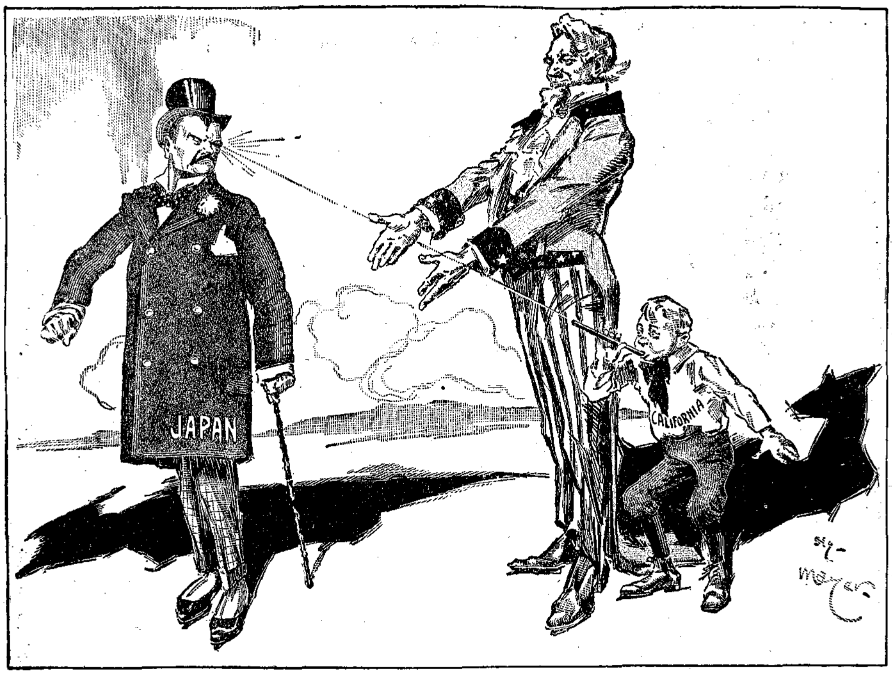
> "The discrimination clause in the settlement is of an equivocal nature. It was announced at the ending of the strike that there would be 'no discrimination against the men.' Just what that means and how it applies is proving a problem now."

The construction of this clause, according to other dispatches, has been left by the miners with Governor Hatfield, and, as the Buffalo *Express* sees it, "his firmness in dealing with both miners and operators would indicate that the trust is safely imposed."

The Federal investigation of conditions in the strike zone proposed by Senator Kern should not be killed off by this settlement, declares the New York *Globe*, for these reasons:

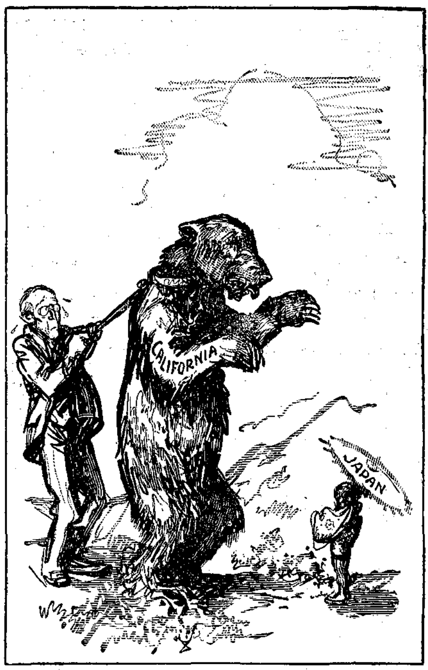
> "This West Virginia outbreak has been of such character, and on so extended a scale; it has cost so much in life, property, and business to a great State; it has indicated such a tensity of feeling between the miners and the operators, that there is need for the community to know what it was about and on which side lay the merits. A settlement that merely sends the men back into the diggings, without assurance that the trouble may not break out again at any time, will not be satisfactory.
>
> "It is quite within the present demands of an exacting public sentiment toward these questions of industrial condition and human welfare that a thorough study should be made of such a situation. The whole nation is turning its thought to this great set of issues. It cannot think accurately or decide rightly until it knows the facts. Therefore, whether there is a present settlement or not, the inquiry ought to go ahead. If this course is taken, the chance of a future outbreak will be lessened."

Correspondents in West Virginia write to inform us that the rifles and ammunition pictured in our issue of April 5 were not taken from the strikers, as claimed in the paper from which we had the illustration, but from the mine guards employed by the operators; and also that Judge Littlepage, whose ruling we quoted, is Judge of the Kanawha County Circuit Court, not of the United States Circuit Court, as the dispatches had it.



L'ENFANT TERRIBLE.

—Mayer in the New York *Times*.



CAN HE HOLD HIM?

—Cesare in the New York *Sun*.

ATLANTIC AND PACIFIC COAST VIEWS

MARKETING THE FRIEDMANN CURE

WHILE DOUBT about the merits of the Friedmann treatment for tuberculosis is still entertained by the medical experts, and while no report from the Federal Government officials is yet forthcoming, the improvement reported in several cases seems to have been sufficient to persuade a New York drug firm to undertake the marketing of the serum. The sale of the remedy gives the buyers the sole right to prepare the remedy discovered by Dr. Friedmann, and to apply the treatment to tuberculosis victims. "Regrettable, but not so surprizing," is one newspaper characterization of what is discust in the New York press as the "commercialization" or "exploitation" of this cure. And tho they deplore the doctor's "ethics," these papers in the city which he has made his American headquarters admit that he is quite within his rights, and that if he is really the conqueror of consumption, no one will grudge him the millions he may make. The arrangements for the continuation of the Friedmann treatment in the future are outlined in the following formal statement issued to the press:

> "An arrangement has been definitely arrived at between Dr. Friedrich Franz Friedmann and Mr. Moritz Eisner, of this city, providing for the preparation and use of the Friedmann vaccine in the United States. The plan which has been formulated provides for the establishment of institutes in the various States in order that fresh vaccine may at all times be available to those afflicted with tubercular disease; that under reasonable regulations persons requiring treatment, but who are unable to pay for same, shall be treated free of charge, and that all duly licensed physicians shall without cost to them be entitled to receive at the respective institutes proper instructions in the methods of application.
>
> "Dr. Friedrich Franz Friedmann will return to the United States after his visit to Canada for the purpose of instructing a number of doctors in the methods of handling the vaccine.
>
> "Dr. Friedmann has from the start made it an absolute condition that the poor in every State shall be treated free of charge."

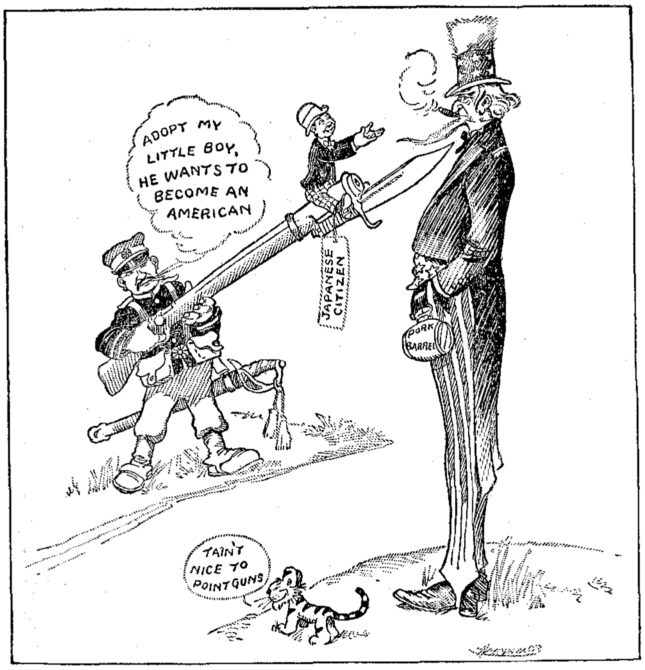
In view of the stories of a million-dollar offer which first brought Dr. Friedmann from Germany to America, there is much curiosity regarding the exact sum which he receives for the disposal of the American rights in his cure. This, Dr. Friedmann says he does not care to discuss. But the New York *Times*, on what it believes to be good authority, tells its readers that "he received $125,000 in cash and $1,800,000 in stock in thirty-six Friedrich F. Friedmann Institutes to be organized in thirty-six selected States, with a total capitalization of $5,400,000."

The objection to this arrangement, or whatever arrangement of the kind Dr. Friedmann has made, is, as the New York *Globe* puts it, that he gets "a handsome amount of money" before he has proved "that his serum would do what he said it could." This "melancholy end to Dr. Friedmann's mission here," as *The Tribune* calls it, apparently confirms "a wide-spread impression" that Dr. Friedmann's motives are "not scientific and humane, but commercial," thinks *The Evening Post*, which adds:

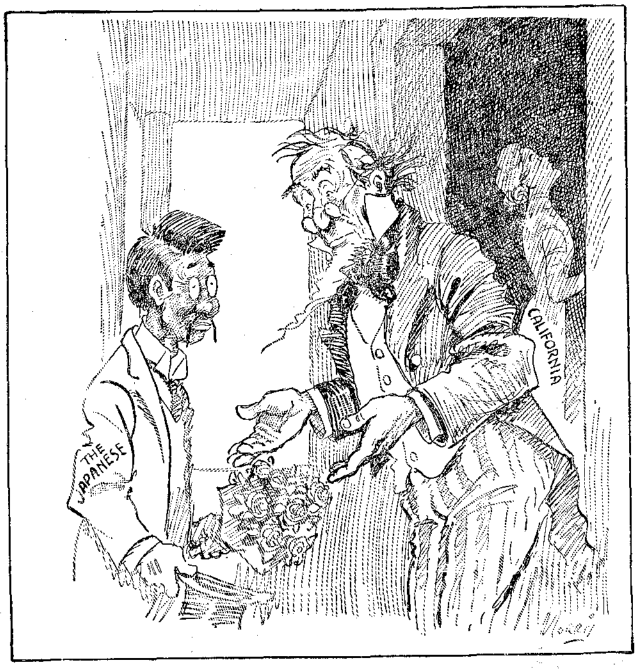
> "Certainly, the drug company that offers such a royal payment—in stock or cash—must be admired for its courage. . . . Until tested in hundreds of cases and a period of years has elapsed, no one can state with authority just how effective the injections are."

But tho it regrets that Dr. Friedmann has laid himself open to such charges, *The Times* reminds its readers that "the important question is not the delicacy and unselfishness of Dr. Friedmann, not whether there is too much business in his science, but whether he has found something that is or approaches a specific for tuberculosis in all or some or even a few of its many forms." *The World*, *Sun*, and *Commercial* agree that no reward, however great, will be grudged Dr. Friedmann if his turtle serum will cure tuberculosis. It seems clear to *The Sun*

> "that the medical scientist is entitled to the same reward as the electrical or other scientist in financial emolument as well as in reputation. Especially erroneous is the view that suffering humanity may be injured by the commercialization of a medical discovery.
>
> "On the contrary, the preparation of a remedy by a reputable manufacturer insures its purity, whereas the publication of the formula must encourage competition that would necessarily lead to economy in the mode of preparation, with the probable result of deterioration in quality. This view is justified by results of Behring's diphtheria antitoxin. Especially menacing is the danger when a remedy demands skill and knowledge in its administration, as is claimed by Dr. Friedmann. These detrimental results to the sick are obviated by the retention of control by Dr. Friedmann."


ADOPT MY LITTLE BOY, HE WANTS TO BECOME AN AMERICAN
JAPANESE CITIZEN
PORK BARREL
'TAIN'T NICE TO POINT GUNS
Reynolds

HAS IT COME TO THIS?
—Reynolds in the Portland *Oregonian*.



UNCLE SAM—"She won't have you and I can't make her, so what are you going to do?"
—Morris in the Spokane *Spokesman-Review*.

OF CALIFORNIA'S TIFF WITH JAPAN.

MISSOURI'S FIRE-INSURANCE SNARL

THE FAME of the "Show Me" State as a punisher of "outside corporations" is recalled by the Washington *Post* in comment on Missouri's harsh fire-insurance law. It was the first and only State, we are reminded, to drive out the Standard Oil Company by a decree of ouster. Now it passes a law, in the spirit of stringent antitrust legislation, which compels nearly 200 insurance companies to serve notice that they can not attempt to do business in Missouri after April 30. The instructions of one company to its agents in Missouri order them not to "write, issue, renew, or indorse" any policies after the stated date. The Orr Insurance Law, as it is called, does not go into effect until June 24, and must stand as enacted for two years unless repealed by the legislature at a special session. Gov. Elliott W. Major declares he will not call a special session no matter how many business men appeal to him. "The local interests which would suffer most if the insurance companies close their doors," observes the Washington *Post*, "include banking houses, property-owners with policies about to expire, corporations with money to loan on mortgages, wholesale houses that give credit to merchants, and an army of agents who see their employment at an end."

The immediate act of the State Attorney-General, John T. Barker, on the announcement of the fire-insurance companies that they will retire from Missouri, is to secure an injunction from the State Supreme Court restraining them from terminating contracts now in force. Yet the Court does not restrain them from ceasing to write new policies. The actual provision of the Orr Law, which is the cause of the present conflict in Missouri, is described by the New York *Journal of Commerce* as "forbidding any agreement between fire-insurance companies for fixing rates as 'restraint of trade,' and imposing severe penalties, including imprisonment of agents up to a limit of five years." The mere fact that an employee of one company should consult or inspect the rate schedule of another company "is made *prima facie* evidence of violation of the law." *The Journal of Commerce* draws this conclusion:

> "The fact is that State legislatures in several States have gone beyond all reason in their fear of combinations, and make no distinction between a necessary regulation and supervision and absolute prohibition. A little experience of this kind may teach them better."

The general sentiment of newspapers outside Missouri about the law and the consequent injunction is largely of one cast. Missouri, "having made it impossible for fire-insurance companies to continue business in the State," says the Pittsburg *Gazette-Times*, "proposes to prosecute them for not doing business there." The Detroit *Free Press* asserts that the injunction restraining the companies from canceling policies now in force comes "dangerously near to an attempt to impose involuntary servitude, if not on individuals, at least on corporations." "All eyes are on Missouri," remarks the New York *Times*. "If it shall succeed in making corporations do business against their will, there will be many imitators." Compulsory insurance is not easily contrived, thinks the Philadelphia *Record*, because insurance is not a public service in the sense that transportation is. State insurance would be a public service, but insurance between private individuals or corporations is legally classified as a wager. While it is one of the few kinds of wager contracts that the courts will enforce, nobody can be obliged to take a bet.

But according to the Kansas City *Star*, Missouri is well rid of the insurance companies. They may force cooperative insurance on the people of Missouri. They may force State insurance:

> "For years Missouri has been sending its money to Hartford, Conn., to Liverpool, and other outside cities. Now these companies which the people of Missouri have helped build up threaten to withdraw from the State because they oppose certain State legislation.
>
> "They do this in the belief that the State cannot get on without them. They fancy they have become indispensable. So they resort to coercion. The legislature must repeal its objectionable law or they will tie up credits in Missouri. They are mistaken. They may cause a little inconvenience. But they won't tie up credits. They may convince the people that the people have been victimized and overcharged. But that is all.
>
> "Insurance ought to be a cooperative undertaking—not a money-making affair. An insurance company ought to be nothing more than a clerical bureau for looking after the business of its members.
>
> "Cooperative insurance has been successful. Lumber companies insure each other. So do flour mills and other industries. There is no reason why cooperative insurance companies should not be established in Missouri. There is no reason why the

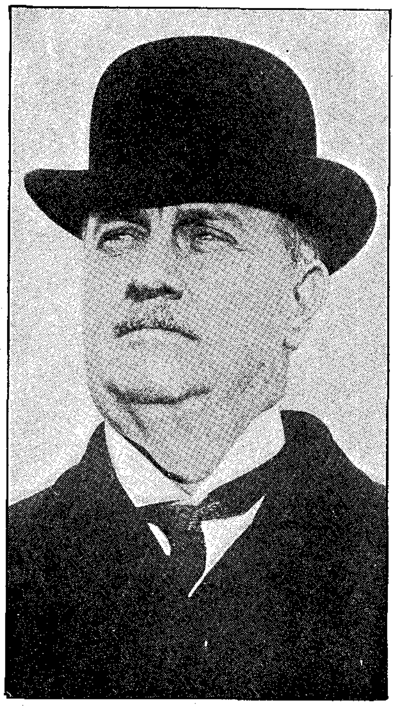
State itself should not undertake the business of insurance. Governments are doing this in several countries abroad.

"People have been hearing about State rights for a hundred years. It is time it heard about State privileges. The public has been feeling more and more that the business of fire-insurance in this country has been badly conducted. The people are in a temper to try to conduct it themselves.

"Governor Major will find the people with him in his refusal to bow down to the insurance companies."

The St. Louis *Republic* notes that a Missouri company has changed its methods to conform to the new law, and asks why outside companies can not do the same, thus making the law innocuous to the insurance companies at the expense of a certain amount of inconvenience, the expense arising out of which will necessarily, in the long run, fall upon the purchaser of insurance."

A JUDGE OUSTED BY WOMEN'S VOTES



CHARLES L. WELLER.

The San Francisco police magistrate who is first victim of the "recall of judges," through the activity of women voters.

THAT THE WOMEN VOTERS of San Francisco made history in bringing about and carrying the election for the recall of Judge Weller, a police magistrate of that city, seems to be generally conceded. While reflecting that Judge Weller is recalled by a small majority under unusual circumstances, the San Francisco *Post* admits that "in the residence districts the vote indicates that the womanhood of the city is aroused against what has been termed a 'system' in the police courts." It is to be noted that the ground on which the demand for the recall election was based was not malfeasance in office, but incompetency. Judge Weller may have been entirely honest in his action, the Sacramento *Bee* says, in praising the work of San Francisco's women voters, "but he followed a vicious precedent and disregarded an awakened public sentiment which execrates the white slaver and his despicable calling." *The Bee* believes that the first exercise of the recall for the judiciary in the State may be productive of great good in the courts. Especially is it "a warning to other easy-going and tolerant judges that the days of indulgence for criminals, especially criminals inherently vicious, have passed in California."

The Woman's Journal (Boston) states that Judge Weller, as shown by his record, "has systematically declined to consider rape as serious as petty larceny." In cases of this sort he has repeatedly fixt the bail so low—sometimes at only $50—that the culprit forfeited it and fled. He has often interfered when offenders appealed to him, we read, and has lowered the bail required by other magistrates. When recently in a criminal assault case he lowered a bail of $1,000 to $300 the women voters of San Francisco began to look into the "system" and formed a Recall League. They were opposed by the Bar Association and local interests. Throughout the campaign, the San Francisco *Call* informs us, the women worked sedulously, and it was they who furnished the small majority by which Judge Weller was dismissed from office. *The Call* considers that this recall victory "serves to define more clearly the influence the enfranchisement of women may be expected to exercise in the governmental affairs of the State," and gives the women credit for fighting fair:

"The women were frank enough to say that they did not fight Judge Weller personally. They conceded the excellence of his private character. They fought him as the representative of a system. They believe that their victory will be reflected in a radically changed system."

The New York *American* says ironically that conservative citizens throughout the nation will be duly shocked at the action of the good people of progressive San Francisco in recalling a judge, believing, or professing to believe, as they do, that the recall "would shatter the foundations of order and of established government." The reactionaries will be further startled to learn that "the women led the crusade for the recall of Judge Weller, and cast a large part of the vote which recalled him." Yet it thinks that when the conservative, or even the reactionary, citizens know the history of the case which resulted in Judge Weller's downfall they will be inclined to realize that "in this first instance at least of the recall of a judge their fearful forebodings are not wholly justified." *The American* adds:

"Let the reactionaries attack the principle of the recall and the policy of woman's suffrage in this instance, if they can find arguments with which to do so.

"But *The American* believes that the recall of judges has begun in a case which gives every evidence that the principle will be carefully and intelligently applied, and only exerted when its operation is obviously for the best interests of the community.

"*The American* also believes that the women have again demonstrated their intelligence and conscience and fine moral quality as citizens and voters."

The New York *Globe* contrasts the actual working-out of the first judicial recall with the picture Senator Elihu Root draws when discussing this innovation of popular government. Senator Root, it says, assumes that "the people, if they get the power, will strike down and degrade all just and righteous members of the judiciary." Then, reciting the facts of the San Francisco election, *The Globe* observes that in this case—

"Not a word is said about the troubles of the judge being due to his courage and high-mindedness and the soundness of his decisions. On the contrary, it appears that he was assailed for a bad action rather than a good one. . . . In the campaign every one admitted that he had committed a blunder; the only dispute was over whether his motive was good and whether he planned to have the prisoner escape the just consequences of his act. This is not exactly the sort of judicial recall that Senator Root taught the public to expect."

As the San Francisco *Star* points out, the people took no "snap judgment" in the matter. The recall movement lasted for more than three months. And *The Star* concludes:

"The people of San Francisco declared at the ballot-box that the honor of womanhood is more important than any judge. And to the women of San Francisco belongs whatever credit is due for inaugurating the recall movement and carrying on the campaign to a successful conclusion.

"No one gloats over the recall of Judge Weller—many of his old friends regret the necessity for it—but all good women and men who know the evil practises of some police courts in the past will rejoice that the pernicious 'system' is no more. The recall of Judge Weller has wiped it out forever. It has done more—it has warned every other judge, high or low, that he is amenable to the people for his acts, and a judge inclined to go wrong will hesitate before doing so."

CLASH OF THE FOOD LAWS

A SHARP LINE is drawn by the Supreme Court between Federal and State food laws in what seems likely to be known as "the Wisconsin Karo Sirup Case." In the food trades legal experts regard the decision as the most important rendered since the Pure Food Law was enacted. The point at issue was whether packed merchandise, labeled in accordance with the requirements of the Federal statute, should have to be relabeled when received into a State whose food law differs from the Federal law. The Court ruled in favor of the integrity of the label of the "original package," holding that the merchandise in litigation remained in the province of interstate commerce and was consequently subject to Federal law. The effect of the decision is believed to make void the food law of Wisconsin, and probably many other States.

It seems that a wholesale grocer in Chicago shipped to a retailer in Wisconsin a box containing tin cans of Karo corn sirup, labeled to conform with the Federal law. The law of Wisconsin, however, demands a different description or label on this product. In denying the right of the State to enforce its provision, the Court says:

> "To permit such regulation as is embodied in this statute is to permit a State to discredit and burden legitimate Federal regulations of interstate commerce, to destroy rights arising out of the Federal statute which have accrued both to the Government and the shipper, and to impair the effect of a Federal law which has been enacted under the Constitutional power of Congress over the subject."

Obviously the immediate container of a box of a canned or bottled commodity is not the box, but the can or the bottle. It is this immediate container that must bear the labeling statements required by the Federal law. To limit these requirements to the outside packing-box, says the Court, "would render the act nugatory and its provisions wholly inadequate to accomplish the purposes for which it was passed." C. W. Dunn, an authority on food laws, in an analysis of the decision, made for the New York *Journal of Commerce*, notes that this verdict gives outside manufacturers a great advantage over those within a State where laws are drastic, and he predicts that "shipments in interstate commerce direct to the retailer for sale in States where the local law is not in harmony with the Federal law are likely to be greatly increased."

This point is also raised by *The Journal of Commerce:*

> "The effect of this decision on such commodities as benzoate of soda is interesting. The Federal law permits it in specific quantities, so long as it is stated on the label. Would prosecution by a State which prevents it altogether be blocked under this decision?"

What the feeling of the jobbers may be about the decision is partly to be judged from the editorial comment of *The Grocery World and General Merchant*, New York:

> "The way this Karo sirup was sold had something to do with the decision. It was sold to the Wisconsin retailer direct by an Illinois jobber. Had it been first sold to a Wisconsin *jobber*, and then resold by him to the retailer, a different case would have been presented, and the decision would not have been as it was. What the case decides is this: that where a sale of package goods is made direct by somebody outside the State to a retailer within the State, *any package whatever*—tin can or carton—is an original package and not subject to State law. Therefore any manufacturer who is tired of conforming to different State laws can make himself subject to the Federal law alone by selling the retailer direct."

TOPICS IN BRIEF

It is evident that Secretary Bryan intends to make the chariot of state a water wagon.—*Chicago News.*

Mexico has been quieting down since the announcement that the treasury is empty.—*Syracuse Post-Standard.*

Pass the tariff bill and get the agony over; the remedy must be got ready by 1914 or 1916.—*St. Louis Globe-Democrat.*

In the matter of sliding to its base the Culebra cut is qualifying for a place in the great national game.—*Springfield Republican.*

However, a lot of those "dyed-in-the-wool" Democrats seem to be thoroughly Republican in some of their tariff ideas.—*Philadelphia Inquirer.*

In leaving a baseball game with the score tied President Wilson proved that there is no sacrifice which he is not ready to make for his country.—*New York Evening Sun.*

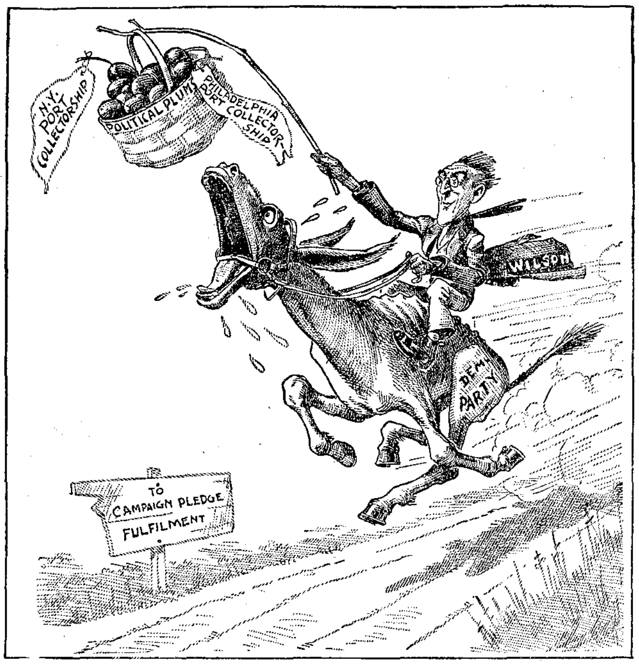
Senator La Follette gives it out that he is a Republican, and this stirs up a lot of natural curiosity as to what the Republicans are now.—*Cleveland Plain Dealer.*

The best proof of the spirit of devotion to the votes-for-women cause is seen in the fact that twenty or thirty thousand suffragettes have decided on one style of hat.—*New York Press.*

Pittsburg, Pa., is badly crippled. Most of the pupils and many of the teachers in her public schools are on strike, and Honus Wagner has a floating cartilage on the knee.—*St. Louis Republic.*

President Wilson says he does not expect an immediate reduction in the cost of living to follow the new tariff. How about an immediate reduction in the pay envelop?—*Detroit Free Press.*

The Secretary of the Navy has substituted "right" and "left" for "starboard" and "port," so as to be easily understood by recruits from the farm. Why not "gee" and "haw"? —*New York Press.*


N.Y. PORT COLLECTORSHIP
POLITICAL PLUMS
PHILADELPHIA PORT COLLECTOR-SHIP
WILSON
DEM. PARTY
TO CAMPAIGN PLEDGE FULFILMENT

CRUEL, BUT EFFICACIOUS.

—Sykes in the Philadelphia *Public Ledger.*

Mr. Bryan and the dove of peace may now go into business under the firm name of "Bill & Coo."—*Chicago News.*

It might possibly be that the Krupps have a few men on the road, with a fine line of samples, in Japan.—*New York Press.*

Possibly California contemplates a secession movement. Don't do it, Cally—we tried it once and it didn't work.—*Montgomery Advertiser.*

If Austria, England, France, Italy, and Germany decide to fight Montenegro they may be able to get help from Russia.—*New York Press.*

A Congregational theological seminary at Berkeley has graduated a class who are all Japanese. Dangerous race.—*Syracuse Post-Standard.*

Pardon our seeming irreverence, but would not Ambassador Page seem to be a good man to turn over a new leaf in the matter of lavish ambassadorial expenditure?—*Chicago Tribune.*

Married men will have no difficulty in conjecturing where Secretary Lane got his information that "money can be handled more safely by women than by men."—*New York Evening Sun.*

Hawaii talks of secession because of free sugar. Yet it was to get rid of the payment of our sugar duties that Hawaii twenty years ago sought annexation to the United States.—*Springfield Republican.*

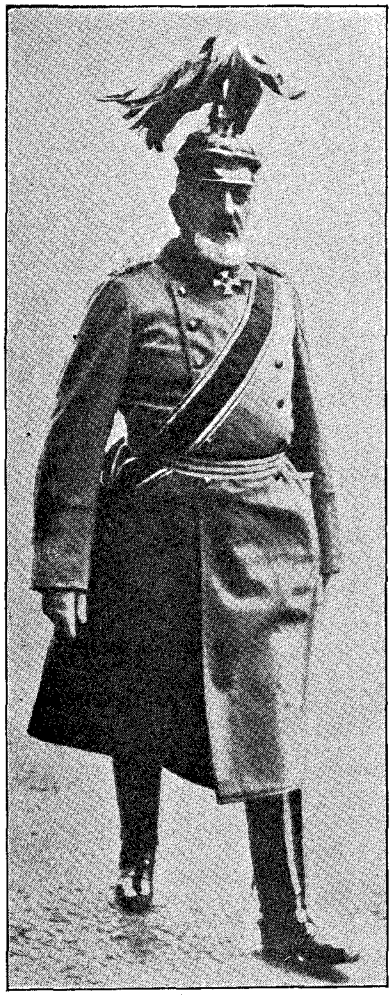
Macaulay's traveler from New Zealand may not have to wait a deuce of a while before taking his stand on a broken arch of London Bridge "to sketch the ruins of St. Paul's." Votes for women!—*Chicago Tribune.*

"The climate here is probably the severest on earth," says a message from an explorer in the antarctic. He hasn't seen the records left by intrepid place-hunters who have recently penetrated the fastnesses of the White House.—*Philadelphia North American.*

FOREIGN COMMENT

THE KRUPP SCANDALS IN GERMANY

THE ASTOUNDING CHARGE that the great gun-makers of Essen, in Rhenish Prussia, keep up the war fever in Germany through the agitation of French and German hired agents is boldly made in the Reichstag by the Socialist leader, Dr. Liebknecht. By employing such agents these ironmasters are said to be making millions of dollars. The statements of this deputy have been confirmed after investigation by the War Minister, Gen. Josias von Heeringen, who admits that the Deutsche Waffen Fabriken, which supplies small arms, etc., to the Government, is also involved in the accusation. According to the German press, General von Heeringen may be forced to resign his portfolio. Many arrests have been made at Essen, and the incident, we are told, has done much to increase the dissatisfaction with which the Kaiser's Army Budget of $250,000,000 has been received. The accusation is made that small-arms and ammunition companies in Germany, Austria, and Belgium, backed by French money, are in a combination to engineer war scares to swell their profits. The Socialists naturally exploit these revelations as an argument in favor of Bebel's constant cry that capitalism is at the root of all the wars and the war scares. To quote the words of his proletariat organ:

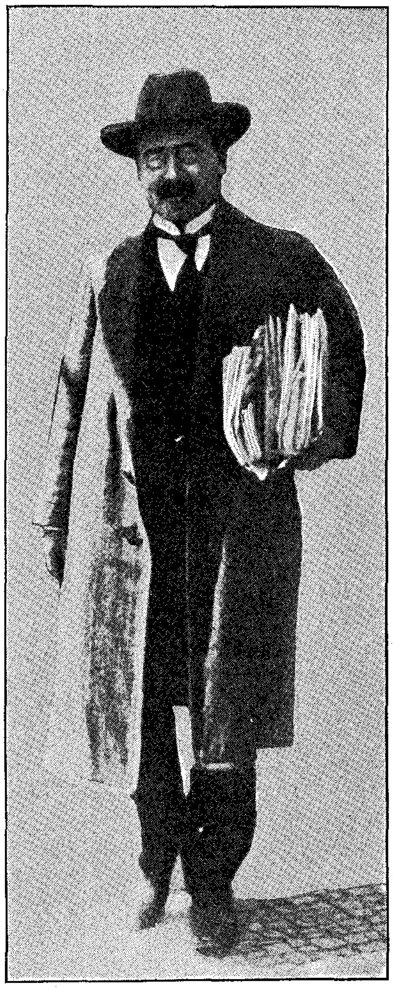


THE WAR MINISTER.

General von Heeringen, whose friends deny that he had any share in the profits accruing from the artificial war rumors.

> "General Heeringen in his speeches in the Reichstag has several times insisted that the deputies handle business in a practical and correct manner. Does he think that the publication of war circulars and war articles, and the requests made to illustrated journals to fill their pages with war pictures, are proper measures to take in the service of the state?"

Then the *Vorwaerts* proceeds to publish a copy of the circular issued by General von Heeringen, addrest from the War Office to certain manufacturers of arms, in which he earnestly begs that they will insert their advertisements in a special number of the Leipsic *Illustrirte Zeitung*. He offers to furnish them with materials for making such contributions to the illustrated press as to produce "a brilliant number." The circular concludes with the assurance that such a number of the journal would produce "a profound impression in Germany and an enormous sensation abroad." These alleged attempts to influence the people in supporting the war budget are alluded to in another article by the *Vorwaerts* as "Germany's shame." To quote further the words of this outspoken oracle of the workers:



THE SOCIALIST LEADER.

Dr. Liebknecht, who exposed the plan of the gun-makers to foment war scares in France and Germany to aid their sales.

> "These scandals, those of Essen, and this of the Government's war policy and fiscal maneuvers, are merely symptoms of the universal cancer which affects modern society in every country. Now or never is the time when Germany should seriously enter upon negotiations with France and England for the regulation of armaments."

The assertion by Deputy Dr. Liebknecht in the Reichstag that German officers were allied with the Krupp company in stirring up anti-German sentiment in France leads the sober-minded *Germania* (Berlin) to speak with much bitterness. It will be remembered that this organ is said by a contemporary to be "more Catholic than the Pope." It is the organ of the solid Center party—the balance-wheel of the Reichstag—and loves nothing better than a journalistic fight. This paper exclaims that Liebknecht's revelations form a sort of two-edged weapon, saying:

> "Up to this day such a state of things as has been described in the ears of the Reichstag was considered quite impossible in the Prussian Army, with its boasted discipline and sense of honor. This agitation will prove an obstacle to both France and Germany in passing each its projected army legislation."

This foreboding is echoed by such Berlin papers as the *Vossische Zeitung* and the *Norddeutsche Allgemeine Zeitung*. The latter, having been formerly one of Bismarck's mouthpieces, naturally steps forward as the champion of General von Heeringen, who is declared to have acted in good faith and for the interests of the Army. Therefore he cannot be held responsible for the conduct of the Krupps in hiring certain officers of the Army and Navy in Germany and certain agents in France to stir up hatred and fear toward other countries. What share, it asks, had the Minister for War in the $75,000,000 earned by the Krupps through such means?

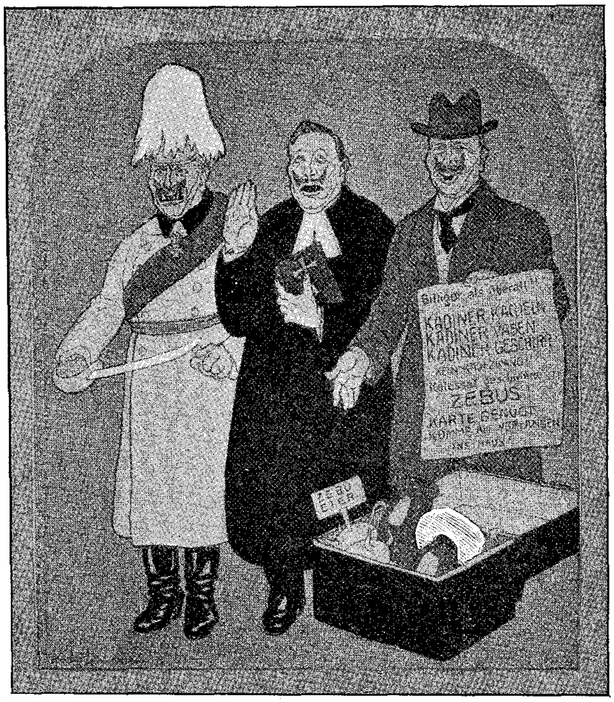
There is a sad irony in the fact that if Germany has been stabbed to the heart by the revelations of Deputy Liebknecht, she has been stabbed by means she herself furnished, like Byron's "struck eagle" "dying upon the plain":

> "Keen were his pangs, but keener far to feel
> He nursed the pinion that impell'd the steel."

More unintentionally ironical are the recent words of the Imperial Chancelor about French and German relations:

> "For some time past the French press has been endeavoring to stir up French public opinion against Germany. Once more attempts are being made to inoculate the citizens of France with the fear of a coming German invasion. Lying statements of all kinds are being spread abroad, maps are being shown with the provinces of Champagne and Burgundy already marked in as German provinces, and it is actually maintained that these maps are in use in German schools. This chauvinistic movement has even forced the French Government to bring in a bill for the reintroduction of the three years' military service."

The number of the *Illustrirte Zeitung* referred to by Dr. Liebknecht in his speech before the Reichstag styles itself "The German National Defense Number." It is full of war matter from beginning to end. All the advertisements, with few exceptions, relate to things used in war, not only cannon, but, as one of the advertisers claims, everything necessary for arming the soldiers and equipping an army, from airships to surgical instruments and field-glasses. Colored pictures represent the manufacture of weapons by firms who employ from 40,000 to 50,000 men. Then there are pictures of the cavalry charging in their gaudy uniforms. A history of the German Army and its triumphs is prefixt by a colored portrait of the Kaiser as "Chief of the Prussian Army, and Commander-in-chief of the German Army in Times of War." The German is thus to be enthused by the "pride, pomp, and circumstance of glorious war," and he is even instructed how to act when "England lands her expeditionary force unhindered on the coast of France."—*Translations made for* The Literary Digest.



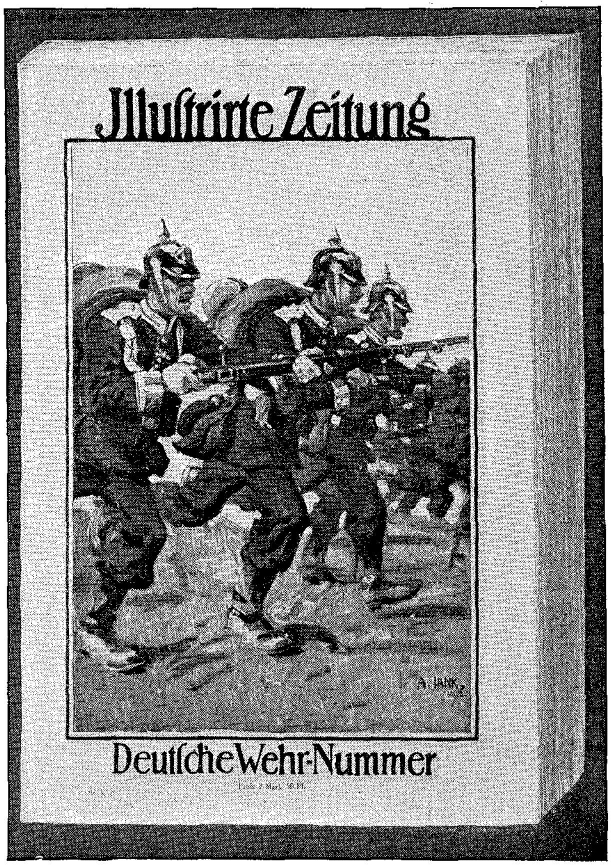
The Military Kaiser. The Religious Kaiser. The Business Kaiser.

THE TRINITY OF POTSDAM.

—*Glühlichter* (Vienna).

HEARTENING TURKEY

THE GREATEST CALAMITY for Turkey is despair, cries the *Ikdam* (Constantinople), and it proceeds to consider the Ottoman reverses as if illustrating Tennyson's counsel that "Men may rise on stepping-stones of their dead selves to higher things." This patriotic and earnest paper assumes a high tone in giving advice to the people and the Government. They themselves are blamed for the calamities which have fallen so heavily on European Turkey. The main deficiency in the Turkish Army was its low grade of intelligence. The Bulgarians, like the Prussians, relied upon the intellectual training of their fighting men. Their men had read history, they were "thinking bayonets," and would intelligently receive and understand the instructions of their superior officers. Thus Ali Kemal, a highly educated Turk, writing in the *Ikdam*, gives a very animated answer to the question, "Why have we fallen?" He relates this pointed incident:



WAR ISSUE OF THE *ILLUSTRIRTE ZEITUNG.*

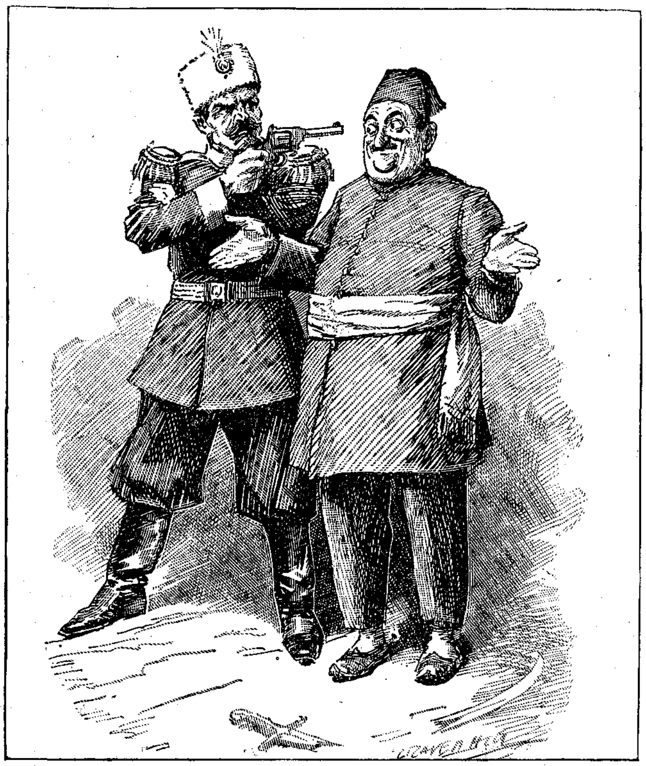
Manufacturers of arms and military supplies were urged by the War Office to advertise in this issue on the plea that it would make "an enormous sensation," which proved true in a way not expected.

> "I was at Kirk Killisse shortly before the opening of the war. Among the disturbing incidents on the border, one day a young Bulgarian soldier, twenty-one or twenty-two years old, was brought in and sharply questioned by our commanding officer. I especially noticed these questions and answers. Q. 'What is your occupation? Can you read and write?' A. 'I am a farmer. I can read and write. I have the certificate of graduation from school.' Q. 'Are there others in your company who can read and write?' A. 'There is scarcely one who can not. Our studies are obligatory; we have all been to school.'
>
> "This set me to thinking then. The nation that so trains the units of its people possesses a strong army. When the lowest of its agricultural class has acquired the elements of mental and moral education, and shares a national aspiration, what a pledge is thus furnished for individual and national progress.
>
> "We find here the reason of our defeat. With our enemies

common school education was universal. With us it was not."

He confirms these views with the following reference to the campaign in Western Europe which ended in Sedan:

> "After the Napoleonic wars common school education was made obligatory in Prussia, with what ultimate results we know. Our adversaries learned that lesson; we did not; they were victorious; we met defeat. All other explanations of the result are matters of detail, comparatively unimportant. In whatever line of progress in knowledge and civilization we see our enemies in advance of us. If only we will compare and measure ourselves honestly, we can easily see why we have failed. Such seeing may profit us, for real calamity does not consist in ignorance, but in not seeing and confessing our ignorance. When we see and know what we lack, we can make a beginning of real progress."



NO EFFECTS.

Balkan Leaguer—"It's your money we want."
Turkey—"Money, dear boy? Search me!"
—*Punch* (London).

There is something really noble in the tone in which Ali Kemal discusses the question put by himself, "How are we to rise?" He plainly blames the Turks themselves for their fall, and tells them that they need better political leaders. Sloth and self-indulgence must be cast away. How can Turkey revive her former greatness?

> "By strenuous, long-continued, physical, mental, moral discipline. We are not an effete race. Our inherited national vigor will stand us in good stead. Sir Edward Grey has spoken in hopeful terms of our ability yet to give good account of ourselves in the world of rich resources, undeveloped, which we have in our vast possessions in Anatolia."

But the best instrument is useless with none skilled to use it; the bravest army is powerless without good generals. Therefore this writer goes on to say:

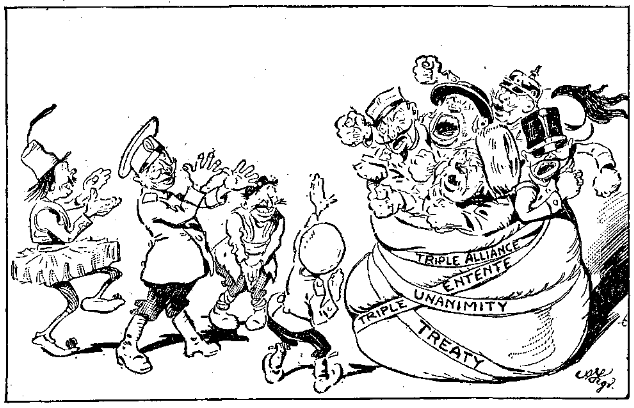
> "First of all, we need wise statesmanship. For some years past we have been illustrating the proverb, 'Trimming his eyebrows, he put out his eyes!' Happily we have constitutional government. The executive is responsive to public opinion and sentiment, but not blindly responsive. The recognized Government must inform and guide, must educate and enlighten and unite, for worthy ends, the aspirations of the people—it is a great task. Let us rise out of indolence and ignorance. Educate and discipline our youth according to the example our enemies have set us and hail our future with no shadow of doubt or misgiving."—*Translation made for* The Literary Digest.

ALBANIA'S MANY FRIENDS

THE RICH ORPHAN who finds uncles coming forward by the score to adopt her and her money is paralleled in the Balkans by Albania, which has a highly desirable coast-line along the Adriatic. Even the most cursory reading of the press reveals Uncle Francis-Joseph as so affectionate that he is ready to break up the European Concert to gain her as his ward. Uncle Nicholas of Montenegro is on the spot with his claim, and uncles from Italy, Russia, and elsewhere are taking a friendly interest. The solution most popular with the diplomats, say the press, is that Albania remain independent, and, acting on this theory, Essad Pasha, the defender of Scutari, gave the city to King Nicholas and announced that he would be the father of his country—or King of Albania. Whether he can carry out this noble resolve remains to be seen.

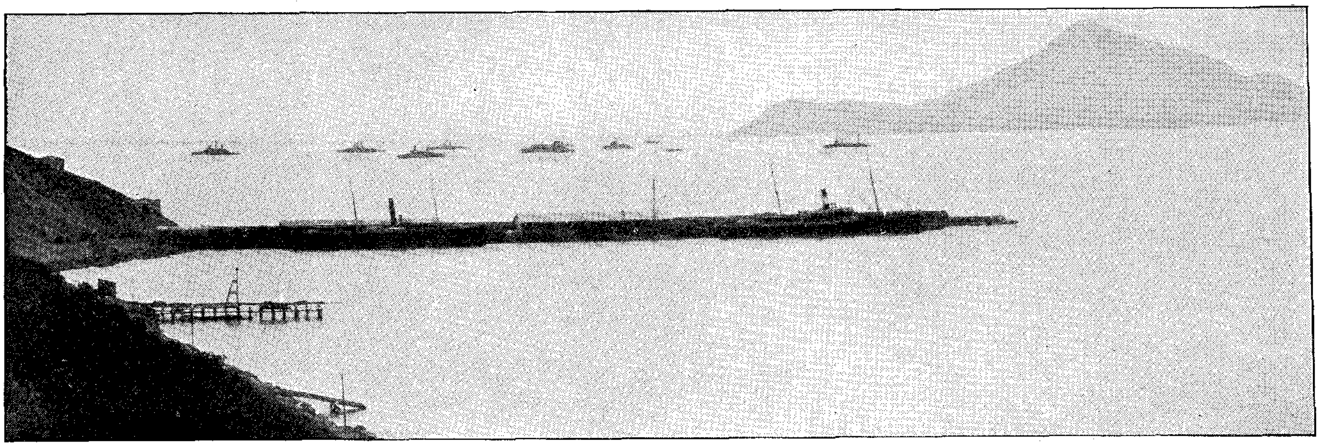
The only people who have nothing to say on the subject seem to be the Albanians. Yet, despite their present inactivity, they are a people with a glorious past, as history records. They number some 2,000,000, or did before the fighting began, and occupy a territory of about 22,000 square miles. The Albanians are an ancient race, and up to the third century B.C. they owned no foreign authority till Pyrrhus subjugated them. When the Mohammedans overran Europe, George Castriota, their leader, in the sixty-four years which closed in 1468, overwhelmed twenty-three Ottoman armies, often commanded by the Sultan himself. The fall of Scutari in 1478 caused the Albanians, who reluctantly surrendered their capital to the supremacy of the crescent flag, to acknowledge the sovereignty of the Turk. One of the most deep-rooted features of the Albanian character is a deadly hatred of the Greeks. And the course of the war has been such as to emphasize the fact that behind the Turks who stubbornly defended Scutari and Janina were the real people of the land, the Albanians. Now Greece has taken Janina and threatens the port of Valona, the seat of the Albanian provisional government; while Montenegro has seized Scutari, the ancient capital, and by far the most important inland city of Albania. But the Powers have decreed that Albania must be independent and have decided that the Allies must give up their prizes there. The final fate of Scutari remains to be seen. The armies released by the capture of Albania's two main cities are said to be supporting the regal claims of Essad Pasha, himself an Albanian.

The Albanians are by race almost isolated in the Balkan Peninsula. They call themselves Shkipetars, and are descendants of an old Illyrian race of mountaineers. Hence their non-participation in the Slavic and Greek alliance. But Austria, we read in the *Neue Zeit* (Stuttgart), casts covetous eyes on this, as on other districts of the Peninsula. To quote from this well-informed weekly:



TIED UP.

The Great Powers (to the Balkan Allies)—"Just wait, and we'll teach you manners." —*Kladderadatsch* (Berlin).



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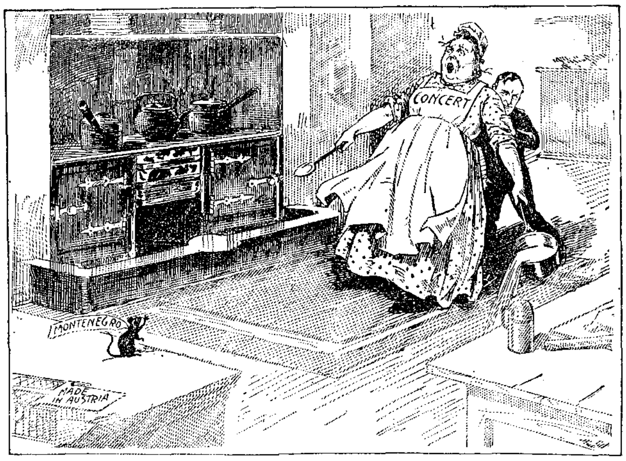
WARSHIPS OF THE POWERS LYING OFF ANTIVARI, MONTENEGRO,

With the idea of intimidating Nicholas into giving up Scutari.

"Albania has always been an object of Austria's covetous ambition, for Austria has at present but a meager coast-line on the Adriatic. Of course, Austria has long foreseen that European Turkey would some fine day disappear from the stage and the Monarchy of the Danube has been mining like a mole to find a foothold in the territory of the Shkipetars. It is thus that the House of Hapsburg has always assumed a protectorate over the Albanian Catholics, and the imperial exchequer has always been ready to support the Albanian priests. This is the reason why one is greeted in every Roman Catholic rectory in the basin of the Drin by the portrait of Francis Joseph on the walls. This is Vienna's object in treating well and caring for Albanians—godly and godless alike, whether they carry a rosary or a Mauser rifle. It is thus that the assiduous consuls of Austria show themselves so active as agents of Hapsburgian expansion in Albania, and it is with this Teutonizing object in view that in the Austrian school at Prisrend the children are crammed with the Austrian national anthem. In one word, Austria claims as a legal and hereditary right the exercise of waving her black and yellow flag of defiance in Albania."



THE CONCERT OF THE POWERS IS ON THE POINT OF COLLAPSE.

—*Gaulois* (Paris).

But Austria herself states her views in the Vienna Government organ, the *Fremdenblatt* (Vienna), an official mouthpiece of the Foreign Office. This paper openly blames the Powers for their apathy, their indifference to the pretensions of Montenegro, and their inertness in not backing the claims of the Danubian Monarchy. Austria is determined to make a disturbance, and like an organ-grinder who wants to make gain out of his annoying strains, will not "move on" until the Concert of Europe has done something to carry out her wishes. Hence we read:

"If the Powers desire that Austria-Hungary keep really quiet, they must show that their unanimous declarations are to be read in something more than a Platonic sense. They must prove their good intentions by action, and that without delay. The military prestige of Europe has suffered by the fall of Scutari. If this strain upon their prestige, this checkmate to their efforts, is regarded by the Powers with indifference, Austria at least is not inclined to follow their example. Austria feels bound to insist upon the enforcement of the Concert's decision and will continue to do so until some remedy for the present condition of things be discovered.

"The least that Austria demands is the immediate presentation at Cettinje by the Powers of the protest already decided upon, including an emphatic demand for the immediate evacuation of Scutari and, in case this is refused, the adoption of new military measures to enforce the will of Europe.

"All holding back on the part of Europe, all reluctance to grant this minimum demand, would rouse up sentiment of discontent and bitterness in Austria-Hungary. It certainly is in the interest of Europe to prevent the occurrence of such a contingency."

But the writer in the *Neue Zeit* thus introduces another claimant for dictatorship and mastery in Albania, a claimant likely to trouble the dreams of Austria:

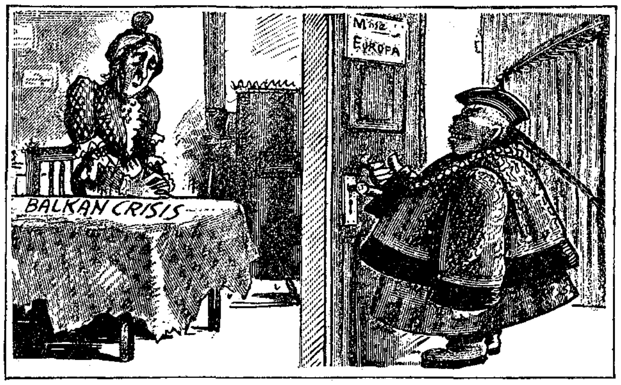
"The condition of things we have described has gone on well and peaceably in Albania until Italy rose among the Allies with the tumultuous propaganda of the Adriatic as 'Our Sea.' The Adriatic was, in fact, to be turned into an Italian lake, so that the Albanian coast should be brought under the influence of Rome. The Italians proceeded to employ the same means as the Austrians had used to win the Albanians. They opened consulates, hospitals, churches, schools, altho south Italy and Sicily were sadly in need of educational institutions and the alliance of the House of Savoy with Montenegro might have had some influence in arresting them. Meanwhile the building of the railroad from Antivari to Virpazar, and the concession of entrance by ship into the Lake of Scutari added immensely to Italian influence on the west coast of the Balkans."

This growing influence of Italy in the western Balkans incensed Austria, we are told, which country was driven from a sea outlet and compelled "to export her staple goods by way of Aussig and Hamburg as a vassal to Germany." "Henceforth the two Allies have regarded one another with direful suspicion." This writer concludes with the following prophecy:

"Thus it is that altho after the fall of Adrianople people considered the war to be ended, the question of autonomous Albania has proved a Pandora-box out of which will break forth some day a fresh swarm of perils to the international position. By some day I mean soon!"

In support of the Albanian claims against the Balkan Allies, Italy comes forth in the person of Michele Marchiano to demand the protectorate over Albania which necessarily consists, he declares, of "the four ancient Turkish vilayets of Scutari, Kossovo, Monastir, and Janina. To quote his words in the *Rivista d'Italia* (Rome):

> "It necessarily follows that the Albanian frontier be confined to the limits which have been assigned to it by nature, sanctioned by history, confirmed by ethnography, and demanded by the unanimous sentiment of the people as well as by abstract right. . . . The Eastern Question, *until the rights and the wishes* of certain Powers had become known, and they had voluntarily taken occasion to extend over Albania their protecting wing, would have been stirred up afresh and the Balkan explosion would have been repeated with more suicidal and bloody results—events which certainly would have been beyond the power of Italy to prevent, however much she felt them. But Italy, at the present moment, feels it an imperious and inevitable duty, in obedience to the tradition of her own restoration from political death, at the prompting of her own manifold and vital interests, for the sake of the Italian colonies in Albania, in return for the strong support these gave her in her hour of release from bondage, in consideration of her duties as an ally, and particularly in face of the formidable Slav peril, which is heard stormily to thunder along the coast of our Adriatic,—now azure blue and tranquil, but destined some day, perhaps, to rise foaming and red with slaughter—to protect and keep with all her authority, her good faith, and energy the territory and the state of Albania. It is her duty to proffer, as has already been proffered, *her strong hand of help to her, this ancient mother of peoples*, this nurse of heroes. Italy has yet to write upon the page of modern history one more record of wisdom and greatness."



Dame Europe—"Who's there? What y' want?"
China—"I want to borrow some money."
D. E.—"Money! At a time like this! It can't be any one but a Chinaman!"
—*Kikeriki* (Vienna).

The Russians, in turn, present a very different view of the matter. With St. Petersburg editors it is neither Codlin nor Short, but a third party. Not Italy nor Austria is to control western Albania, but Montenegro. The bold claims of the Slav press in favor of the Slav monarchy of Montenegro are exprest in the *Novoye Vremya* (St. Petersburg), as follows:

> "European diplomacy, in its decision to take Scutari from Montenegro, was guided by the desire to please Austria and by the hope that the cession of that city would be as easy for Montenegro as for the London conference. It closed its eyes on the inevitable consequences of its polite but thoughtless step. Now it is forced to pay for the ill-considered readiness to afford pleasure to Austria. . . . . . .
>
> "The European ambassadors somehow imagine that every decision of theirs is equivalent to an immutable law of nature. They quite forgot, it seems, that the Balkan War had begun in spite of the strictest injunction of European diplomacy. Neither Turkey nor Montenegro nor Greece paid the least attention to it. And each time diplomacy reconciled itself to its defeat and reversed its 'unalterable' decisions. And it did well in reversing them, because events are developing according to their inner laws, not by written orders. In the question of Scutari diplomacy does not want to admit its mistake and persists in it. As a result, we are facing the danger of a new, and this time absolutely senseless, bloodshed. . . . . .
>
> "These diplomatic dilettanti live in the present, and do not care about the future. By their injudicious acts they have put Europe on the brink of a precipice. Fortunately no irreparable errors have been committed. Europe can change her decision and enforce the verdict, not against Montenegro, but against Austria. Montenegro will defend herself to the last breath; the verdict against her, therefore, means war and the danger of a general conflict. The verdict against Austria, on the contrary, will lead to an immediate and general pacification. If three great Powers will say 'enough!' in a firm tone, the Austrian filibusters will lay down their arms. For they count not on their strength but on the faint-heartedness of others. All, even the nations of Austria herself, are tired of their political impudence.
>
> "Reconsider the decision about Scutari and the air will clear immediately."—*Translation made for* The Literary Digest.

OUR LOAN WITHDRAWAL AS VIEWED IN CHINA

THE DETERMINATION of America to withdraw from the proposed sextuple loan to China has caused much perturbation in the Flowery Land, as well as in our own country. President Wilson is credited by the Anglo-Chinese papers with justice and wisdom in declining participation in a loan to China which was to the disadvantage of that country, bound hand and foot as the Chinese Government would be by the conditions attached to the accommodation. Yet President Wilson has been somewhat taken aback that now the sextuple loan has been replaced by a quintuple loan, which the Powers are negotiating. These Powers comprize Germany, France, England, Japan, and Russia. It was hoped by some that American bankers would have clubbed together to furnish the funds and endorse the securities, and make a purely American loan, as Mr. Crisp tried to make it an English loan. But there was such an international prejudice against "Morgan monopolies" that the President's hope was deferred and at length abandoned.

Yet it was a relief, altho it was also a surprize, when the United States withdrew from the Eastern money league, says *The Celestial Empire* (Shanghai). "The news was entirely unexpected in banking circles," we are told. But the American people were entitled to say, "we must be cruel only to be kind," and have acted quite disinterestedly. To quote further from this paper:

> "To some the announcement of the withdrawal of the American Government from the sextuple group—sextuple no longer—has come like a bolt from the blue. And yet to those conversant with public feeling in America it has been long apparent that what has happened would happen as soon as President Wilson was safe in the saddle. Curiosity mingled with anxiety is for the moment the prevailing state of mind in some circles. There may be ground even for the latter, tho we do not share it. Exactly what will happen next is, doubtless, an excellent subject for surmise or intelligent anticipation, but that any American should regret the action taken is, to us, inexplicable."

In the minds of all high-thinking statesmen, we are assured, the conditions imposed upon China were "accursed." England would like to have thrown up the whole business, but she could not because of her entangling alliances. Yet the stipulations "touched the administrative independence of China." By these stipulations, remarks the Shanghai paper:

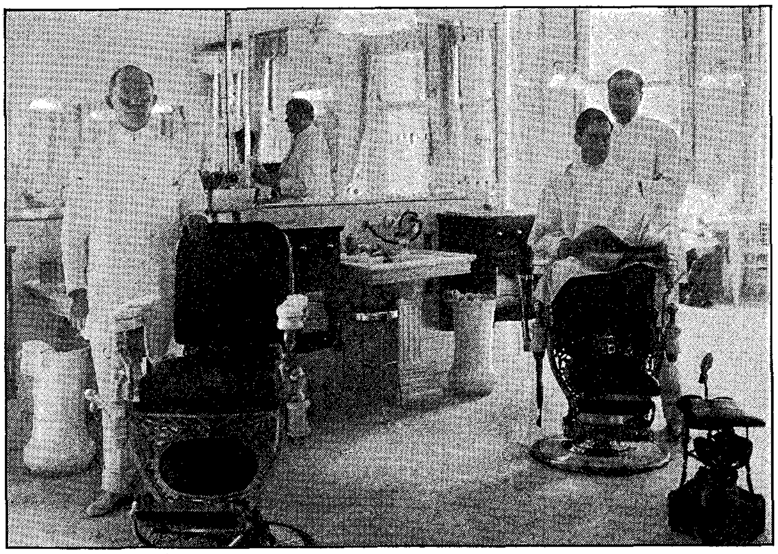
> "The [Chinese] Government is tied hand and foot with regard to expenditure, so much so that nothing but the most urgent need of money could have induced them to agree. There is, moreover, a suggestion of monopoly about some of the articles in the agreement which can not fail to arouse suspicion in the minds of foreigners of whatever nationality they may be. Altogether we have in this matter a very thorny proposition indeed."

President Taft, we are told, would like to have "cut adrift from the accursed thing," but "it would be so much easier for his successor to cut adrift. This his successor has done." England would have liked to do the same, but of the parties to the loan England "was allied with one [France] and friendly with another [Russia]." The article concludes with a grateful eulogy of President Wilson.

SCIENCE AND INVENTION

THE PERILOUS BARBER SHOP

THE COURAGE of the man who fearlessly enters a barber shop and seats himself in the chair without blanching, or even blenching, is not generally recognized. His bravery is unsung. Yet the perils he faces are many. Foreign lands know little of them, for the tonsorial studios have multiplied in America far beyond anything known abroad, where the rich man is generally shaved by his valet, while the poor man shaves himself. Barbers here complain that the enormous sales of safety-razors and shaving-sticks are cutting into their business, so it may be that America is growing more like Europe in this regard. Here we run to gilt-edged "tonsorial parlors" or even "palaces," where plate glass and marble are much in evidence and the objectionable features are noticeable only through the microscope. Sanitary legislation in more than one State has much to say about the way in which this business shall be carried on; but if we are to believe Dr. F. C. Walsh, who writes in *The Technical World Magazine* (Chicago, May), there are special precautions yet to be taken and much general watchfulness to be exercised. Writes Dr. Walsh, in substance:



Courtesy of "The Technical World Magazine," Chicago

AS IT SHOULD BE: INTERIOR OF A SANITARY SHOP.

"Legislation and the smattering of knowledge as regards the more obvious diseases with which the registered barber is required to be familiar, were supposed to safeguard the public against the former common dangers of the barber shop, but recent investigations in France and Germany have revealed dangers not suspected before, and in at least one case a sanitary precaution itself has been shown to be a menace.

"Everybody is familiar with the small stick of alum which occupies a conspicuous place on the shelf just beneath the large mirror which faces the customer in barber shops the world over. If a real or imaginary pimple be slashed, or be made the excuse for an apology after a slash, the every-ready alum-stick is at once applied. The barber is proud of his action, thinking that the alum-stick and his method of applying it are both essential to the proper conducting of a strictly 'sanitary' shop.

"Dr. Remlinger, in the Paris investigation, took one of these sticks from a certain barber shop where it had seen service for about two months, a comparatively short time. By way of parenthesis it may be said that these 'sticks' are composed of glycerin and alum, combined with a small quantity of boric acid, the latter being added with the avowed purpose and confirmed conviction of making them perfectly sanitary and antiseptic! There is an ironical stupidity in that supposition. Dr. Remlinger hastened with his specimen 'stick' back to his laboratory. He placed it in a carefully measured quantity of sterilized water—water free from all germs—then immersed it a second time in another water-bath of the same kind. Next, he proceeded, with the aid of a microscope, to make a thorough search for any possible germs which might be contained in the two separate specimens of water in which the stick had been immersed. The results were so surprizing that he himself was astounded. In the first specimen he managed to count approximately no less than sixty-eight thousand two hundred and fifty disease-producing germs of various kinds! In the second specimen which he examined, and where few if any bacteria would be suspected, he recorded exactly fifty-nine thousand one hundred and fifty germs!

"These results were a surprize to everybody, including the medical profession, who had always supposed that these sticks were not only harmless, but actually as safe and sanitary as anything could be, and an important adjunct to any shop worthy the name of 'sanitary.' Yet, in spite of the boric acid which the stick contained to make it antiseptic, it fairly reeked with five different species of producers of 'catching' diseases.

"Among the more numerous and important of these germs were the so-called 'staphylococcus' and 'streptococcus.' Both of these are as wicked and troublesome as their names are long. The first is always present in such delightful little troubles as boils, pimples, and abscesses; while the second is the cause of such serious and quite often fatal diseases as carbuncle and erysipelas. It is small wonder that after a visit to the barber a customer so often develops some one of these unpleasant and at times serious contagious diseases. Yet hitherto, or at least until this discovery by Dr. Remlinger, no one thought of blaming the barber, or thought of putting two and two together and tracing these contagions to their proper source. For none of these diseases, it must be remembered, ever develop of themselves; they are always 'caught' from something or some one.

"Dr. Remlinger examined dozens of other sticks under the same conditions, and always with the same deplorable results. He even turned his attention to the leather 'strops' used for sharpening razors, and found them almost as bad as the alum-sticks. But not content with what he had learned, he pursued his war on the alum-stick even farther.

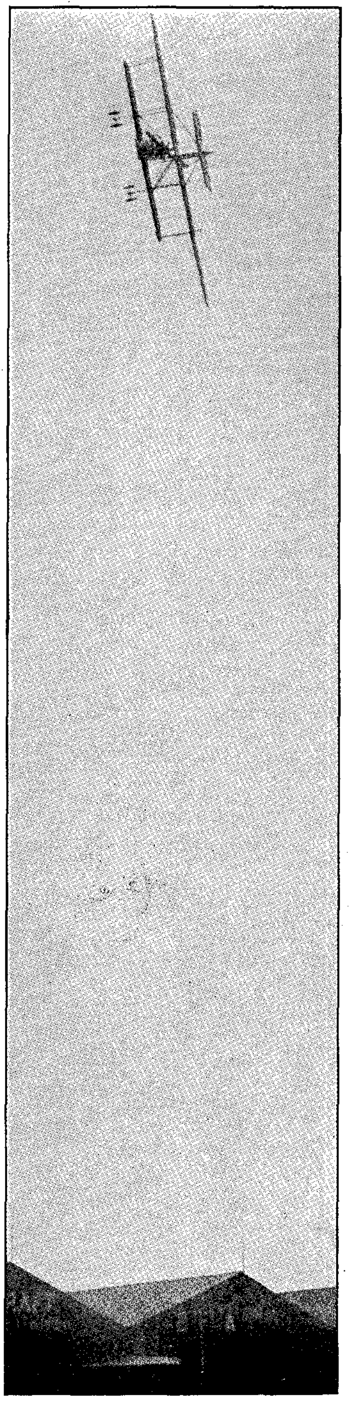
"In a second experiment similar to the series already mentioned, he found on the surface of a newly purchased stick of alum which had never been used, not only the five varieties of germs just referred to, but also large numbers of the deadly germs which are positively known to be the sole cause of such serious diseases as lockjaw, tuberculosis, and the formerly much-dreaded diphtheria. To make assurance doubly sure, Dr. Remlinger filled a syringe with the originally sterile water in which he had immersed the innocent-looking alum-stick, and by means of a hollow needle injected the contents of the syringe into the blood-stream of several live guinea-pigs. None of them escaped infection; every one of them contracted some disease, including tuberculosis and the deadly lockjaw."

Another danger, usually unsuspected, must be guarded against in the barber shop, if we are to trust our informant. Baldness is now known to be the aftermath of a really serious disease, commonly transmitted by the barber's hair-brush and only too often the forerunner of a wide range of skin diseases, including cancer. We read of the ancestor:

"This disease, which is the common forerunner of baldness, of many cases of skin-cancer, and of a wide range of most annoying or serious skin affections, is known broadly as 'seborrhea,' and manifests its presence under the guise of what is commonly known as 'dandruff.' In the vast majority of instances it is absolutely a barber-shop disease, contracted from the barber's comb and brushes in their previous employment on some one already afflicted with the ailment. . . . The disease is the result of an infection,—that is, it is caused by one or more species of germ. Sometimes the disease confines its ravages wholly to the scalp, with resultant dryness of the same for a long period of years, then falling out of the hair, and eventual baldness.

"This is the commoner course of about one-half of all cases. The main fact to be borne in mind, however, is that this disease only too often prepares the way for a vast array of obnoxious and annoying skin diseases which affect other portions of the body; while the disease itself in a large number of cases spreads to various parts of the face, especially to the bearded portion; and down over the back and chest. In these various regions this common ancestor of many ailments is designated as one form of eczema. Almost any other skin affection may follow in the wake of this piratical pioneer. The one thing not to lose sight of, however, is this: these various mentioned conditions start in the scalp, and are caused by the barber's brush! So far as cancer of the skin following on this trouble is concerned, no statistics are available; but it has been estimated that they run pretty close to 8 per cent. of all those cases in which the disease produces a general eczema instead of only baldness.

"The key to the avoidance of the dangers of the barber shop lies in refusing to have applied to the scalp or face anything which is in all likelihood infected. A few shops furnish a fresh, sterilized brush for every hair-cut, and the brushes which are not washed in barber shops after use on each individual should be tabooed."



NOT AN ACCIDENT.

It is only Chevillard doing aerial "stunts" on his 80-horse-power machine, at Hendon, England.

THE PASSING SILKWORM

THE OLD LADY who asked sadly, when petroleum began to supersede whale oil as an illuminant, "But what will the poor whales do?" might, if she is still with us, ask a similar question, and for a similar reason, about the silkworm. The so-called "artificial silk" is now coming widely into use. Instead of letting the worm dissolve cellulose for us and spin it out into gossamer, we have now learned to do our own dissolving and spinning. When any imitation or substitute is in the experimental or laboratory stage, we hear a good deal about it, but when it begins to enter the market we lose sight of it. "And this is scarcely odd, because," as the author of "Alice in Wonderland" remarks, our friends the merchants do not desire to call our attention too bruskly to what is going on in the field of substitution. Now, however, *The Textile World Record* (Boston, May) lets the cat out of the bag in its "English Notes." Its correspondent says:

"Silk men in this country are at last seriously questioning the lawfulness of the appearance of the word silk in the compound name 'artificial silk.' Artificial the article certainly is, but silk it is not—any more than celluloid is marble. Its consumption is clearly increasing daily. The handsomest ties for men are all artificial this season, the small-ware manufacturers seem to have abandoned natural silk altogether and the tapestry people use next to no tussah tram [silk filling or woof]. Taffeta linings are dead, rich black goods can hardly be given away, and the whole silk-weaving trade is sliding headlong into the fancy-cotton branch. The goods imported as 'silks' from the Continent are artificial in very large part, and altogether there has been nothing less than a revolution in the business in the last six years. In 1907, when Courtaulds were crape makers and users of natural silk, their dividend had sunk to three per cent. Now that they are the principal makers of viscose silk yarn they pay 50 per cent. on the old capital and are giving their shareholders ten new shares in exchange for one old one."

LOOPING THE LOOP IN THE AIR

TO AN OBSERVER looking vertically upward at an aeroplane, the machine often seems to turn directly over; but this is an optical illusion. The first man to turn a somersault in an aeroplane, and live to tell the tale, is Capt. H. R. P. Reynolds, of the British Royal Flying Corps. The late Captain Hamilton once turned upside down in Central America, but his machine fell at once to the ground and only the low altitude at which he was flying saved his life. *Flight* (London) prints the following account of Captain Reynolds's adventure from his own lips, the reason for giving it being a report that Captain Aubry, of the French Army, recently did precisely the same thing during a flight from Reims to Longwy. The paper named above is quoted as follows in *Aero and Hydro* (Chicago, April 26). Captain Reynolds is speaking:

"I started from Oxford on the morning of August 19, 1911, and flew along the line toward Cambridge, where I encountered a misty atmosphere and thought it well to descend. I came down close to Launton station. That evening, soon after 7 o'clock, I started again. It was warm and fine, but rather suggestive of thunder; the air was perfectly still. I scarcely had occasion to move the control lever at all until I got to Bletchley, where it began to get rather bumpy. At first I thought nothing of this; but suddenly it got much worse, and I came to the conclusion it was time to descend. A big black thunder-cloud was coming up on my right front; it did not look reassuring, and there was good landing-ground below. At this time I was flying about 1,700 feet altitude by my aneroid, which had been set at Oxford in the morning. I began to glide, but, almost directly I had switched off, the tail of the machine was suddenly wrenched upward as if it had been hit from below, and I saw the elevator go down perpendicularly below me. I was not strapped in and I suppose I caught hold of the uprights at my side, for the next thing I realized was that I was lying in a heap on what ordinarily is the under surface of the top plane. The machine, in fact, was upside down. I stood up, held on, and waited. The machine just floated about, gliding from side to side like a piece of paper falling. Then it overswung itself, so to speak, and went down more or less vertically, sideways, until it righted itself momentarily the right way up.

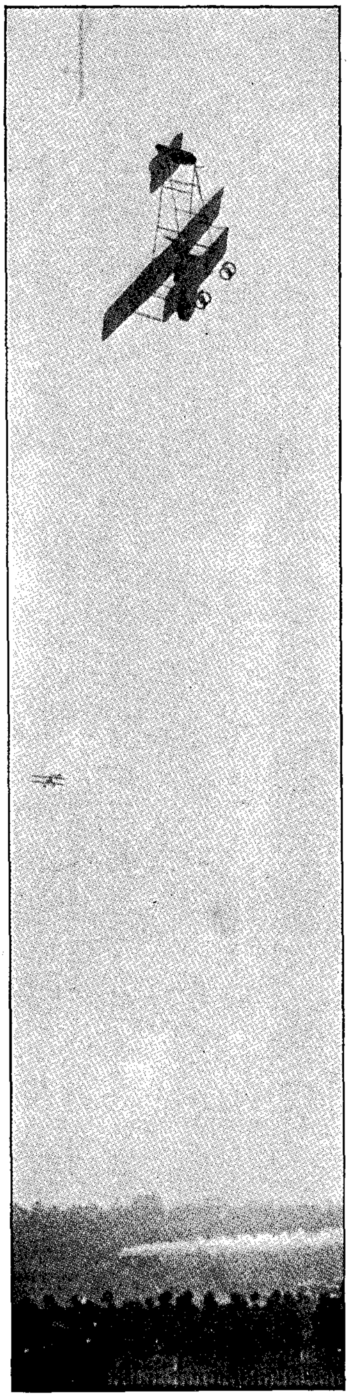
"Then it went down tail first, turned over upside down again, and restarted the old floating motion. We were still some way from the ground, and took what seemed like a long time in reaching it. I looked round somewhat hurriedly, the tail was still there, and I could see nothing wrong. As we got close to the ground the machine was doing long swings from side to side, and I made up my mind that the only thing to do was to try and jump clear of the wreckage before the crash. In the last swing we slid down, I think, about thirty feet and hit the ground pretty hard. Fortunately I hung on practically to the end, and, according to those who were looking on, I did not jump till about ten feet from the ground. Something hit me on the head and scratched it very slightly, but what it was I did not know, for I was in too much of a hurry to get away from the machine to inquire at that time.

"The next morning I went out to it, and found one of the rods which held up the left extension lying between the engine and the right wing tip. The propeller was undamaged, the elevator and the tail were practically unhurt, while the undercarriage, being uppermost, was untouched. The machine on which this happened was an ordinary Bristol biplane with a 50-horse-power Gnome.

"I was told that just before I smashed there had been two or three 'whirlwinds' as the people called them, in Bletchley, and that one of these had stript the leaves off a tree. Very possibly this was my friend."

The aerial "stunts" of Chevillard at Hendon, England, do intentionally very nearly the same thing as Captain Reynolds did by accident. *The Aeroplane* (London) says of the feats shown in the accompanying illustrations:

"The sensation of the last few weeks among aviators has certainly been the flying of M. Chevillard on the 80-horse-power Henry Farmans at Hendon; so it may be interesting to know how he does the particular trick for which he is most famous. The performance in question consists in banking the machine suddenly to the left, standing it on its nose, doing a spiral dive for anything over a hundred feet, and flattening out between 50 and 100 feet from the ground, just when everybody has made up their minds that he is going to hit the earth vertically. . . . According to M. Chevillard, the first thing he does is to throw the control lever to the left, thus banking the machine upon the right, at the same time pushing the lever forward to get the nose of the machine down. Immediately the machine begins to dive he brings the ailerons back level by centralizing the levers, gives full rudder to the left with the left foot, thus increasing the bank, and immediately afterward, or almost simultaneously, he pulls the lever back as far as it will go, thus pulling the elevator up. The effect of this is that, owing to the steep bank, the rudder acts as an elevator and keeps the tail up, while the elevator acts as a rudder and keeps the machine turning in a small circle, so throwing it out against the air by its own centrifugal force. At the moment of beginning the maneuver M. Chevillard switches off, apparently with the idea of removing most of the gyroscopic force of the engine, and so making the machine quicker in answering its controls. As soon as it starts on the spiral he switches on again, so as to have the engine ready to steady the machine in flattening out. The precise moment during the performance at which the different maneuvers are executed can . . . only be learned by practise. . . . I think that the performance would be impossible on any machine which had not a very large tail and elevator situated on a level with the top plane, because it is highly probable that in the ordinary type of tractor biplane, when the machine really began to dive at a speed of about 120 miles an hour, . . . the stream lines from the fuselage and the deflection of air by the upper plane would so upset the controls that they would refuse to act."



MERELY A "SPIRAL DIVE."
Chevillard drops a hundred feet or so with dazzling twists and turns, and recovers just in time to escape a wreck.

NEED OF MEDICAL EDITORS

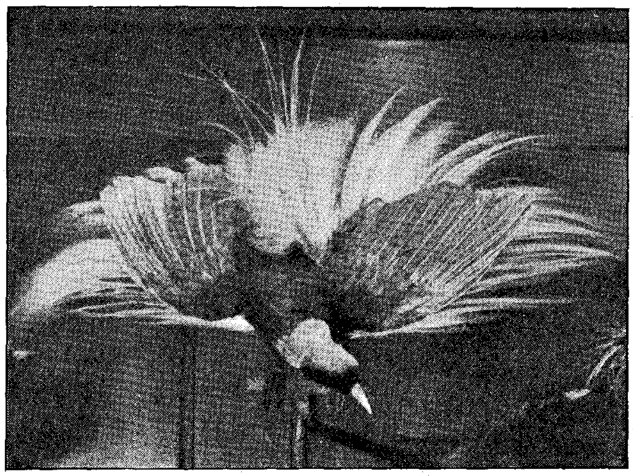
SELF-RESPECTING NEWSPAPERS "are careful to have their financial articles written by those familiar with financial subjects; for technical articles in various fields of activity they seek experts. Why not the same care in medical matters?" This reasonable query is propounded by an editorial writer in *The Journal of the American Medical Association.* This writer is a believer in the daily press as an educator and a disseminator of information. The public, he says, should be educated as thoroughly as possible in all the essentials of public and personal hygiene and sanitation. It is also entitled to correct information about medical progress. Newspapers are giving more and more space to all these matters, and they doubtless desire, says the writer, to print correct information, but their attempts are often misinforming and sometimes ludicrous. Here are some examples, which even the layman can appreciate, tho they seem to have slipt past the editorial force of some of our best papers:

"The Philadelphia *Ledger* in describing the Trendelenburg position says: 'The Trendelenburg posture consists simply of posterior operations by means of a specially contrived operating-table, that in cases of a particularly delicate character have been remarkably successful.' Another leading daily paper, the Cincinnati *Enquirer*, says: 'Dr. M. W. died suddenly of pleurisy of the brain. He became ill in this city with pulmonary peritonitis.' The Philadelphia *Press* reports that 'A four-months-old child died of what is known among surgeons as faraman ovale.' The Fort Wayne *Journal-Gazette* in speaking of what it calls 'ankersteleal nephortis' declares that 'this disease makes the internal conditions worse than Bright's disease.' The Cleveland *Plain Dealer* says: 'The V—— Pharmacy has been named as a supply-station for antitoxin. The antitoxin will be used in cases of diphtheria, to prevent blindness in newly born babies, for throat cultures, and in the examination of blood in typhoid and malarial cases.' The San Francisco *Chronicle* tells of a citizen who, 'while cranking his automobile, sustained what is technically known as a Colles fracture of the right rib.' The Boston *Record* says: 'The *bacillus Welchi* is the gas bacillus dwelling in the international track.' The Chicago *Record-Herald* describes the death of a man from 'shock and lumbar pneumonia following six gunshot wounds.' An Erie (Pa.) paper records the opinion of three surgeons that a man 'would always be a sufferer from chromatic epilepsy.' . . . Describing a fatal accident, one paper says: 'The shock acted on the neuromastic nerve leading from the lungs and stomach to the heart.' A Röntgen-ray examination of a man who thought he had two hearts showed that he was suffering from 'an aneurism of order A.' Another suffered from 'plumbago,' and a third from 'schlerous of the liver.' . . . . . .

"The question has also its serious side, as in the instance of sensational newspaper articles concerning cancer and tuberculosis cures, some of which at least soon prove to be the rankest fakes, and their exploitation under the guise of great scientific discoveries the most palpable advertising dodges. Such false, incomplete, or premature reports delude incurables into undertaking long journeys, thereby undergoing the most acute and hopeless suffering and wasting fruitlessly their remaining funds, only to experience the most cruel disappointment."

DANGEROUS MEDDLING WITH FOODS

IF YOUR breakfast-food does not agree with you, possibly the manufacturer has ignorantly removed all the activators from it. An activator is a substance whose presence is necessary in order that the food should perform its work of nourishment properly. Its absence may cause serious trouble, and at least one serious disease, long a mystery, is now believed to originate in this way. No one has seen an activator, nor analyzed it chemically, and yet it is now practically certain that substances of this kind exist. It may therefore be dangerous to "prepare" foods in any way that involves the removal of part of their natural substance, for this missing substance may contain the activator, without which the food may be worse than valueless. Breakfast-foodsters will please take notice. To quote and condense an article in *The British Medical Journal* (London, April 5):



THE GREATER BIRD OF PARADISE.

The most beautiful species of this bird are nearly extinct.

"During the last five or six years many references have been made to observations and researches tending to show that certain common articles of diet contain minute quantities of substances which are of so much importance in nutrition that their absence may prevent the normal growth of young animals, or lead to actual disease in them or in adults. The facts ascertained as to the etiology of beri-beri first put physiologists on the track. Observations showed that beri-beri was associated with a diet of polished rice, that is to say, rice from which the outer covering was completely removed. Braddon added the significant observation that the disease did not ensue if the rice was parboiled before polishing. The characteristic lesion of beri-beri is polyneuritis, and Eykman showed that birds fed on polished rice developed extensive polyneuritis, and further that this condition could be cured by giving the birds aqueous extract of rice-polishings. Later it was shown that exclusive diets of various pure carbohydrates induced polyneuritis in birds, and that foodstuffs other than unpolished rice could prevent it, but that their preventive properties were destroyed by heating to 120 degrees Cent.

"The general conclusion is that there is removed from rice during the process of polishing a nitrogenous substance which is essential to normal metabolism, especially of the nervous system. It is probably a pyrimidine base, but it exists in such minute quantities and is so easily destroyed during chemical manipulations that its exact nature has not yet been ascertained. The outbreaks of beri-beri which have occurred from time to time among the crews of sailing-ships on long voyages have been an epidemiological puzzle. Their investigation in the light of the new knowledge as to tropical beri-beri seems to have proved that they are due to replacing rye-bread and peas in the crews' dietary by white bread, and has suggested wider generalizations.

"Of even greater immediate practical importance here and now are, perhaps, recent investigations showing that the abstraction or destruction of certain substances present in small amounts in normal or unmodified foods leads to a failure of growth. The composition of these substances has not yet been ascertained, but whatever their nature they appear to possess the power of so stimulating metabolism as to cause growth at the normal rate. It will be seen, therefore, that these observations on beri-beri, on scurvy, and on growth, have opened up a new field of inquiry in dietetics. They serve to show that some modern methods of preserving and preparing food have been running on wrong lines, that we have been disturbing the balance of nature, and that we must hark back to the original scent."

QUICK TRICK MATHEMATICS

THE LEARNED HORSES of Germany, described recently in these columns, if they have done naught else, seem to have stimulated the human mind. The horses, it will be remembered, give the answers to certain arithmetical problems with unusual rapidity, so that those who explain their performances by supposing signals from their master are confronted with the fact that the animals calculate faster than any men could do, except mathematical prodigies. In a recent discussion among a body of scientific men at a meeting of the French Philosophical Society, in the Sorbonne at Paris, it was shown that in the case of some of the problems solved by the horses, short cuts and arithmetical tricks might shorten the process greatly. Apparently it was the opinion that some one in communication with the animals used such methods. We translate from an account contributed by René Merle to *La Nature* (Paris, March 29), as follows:

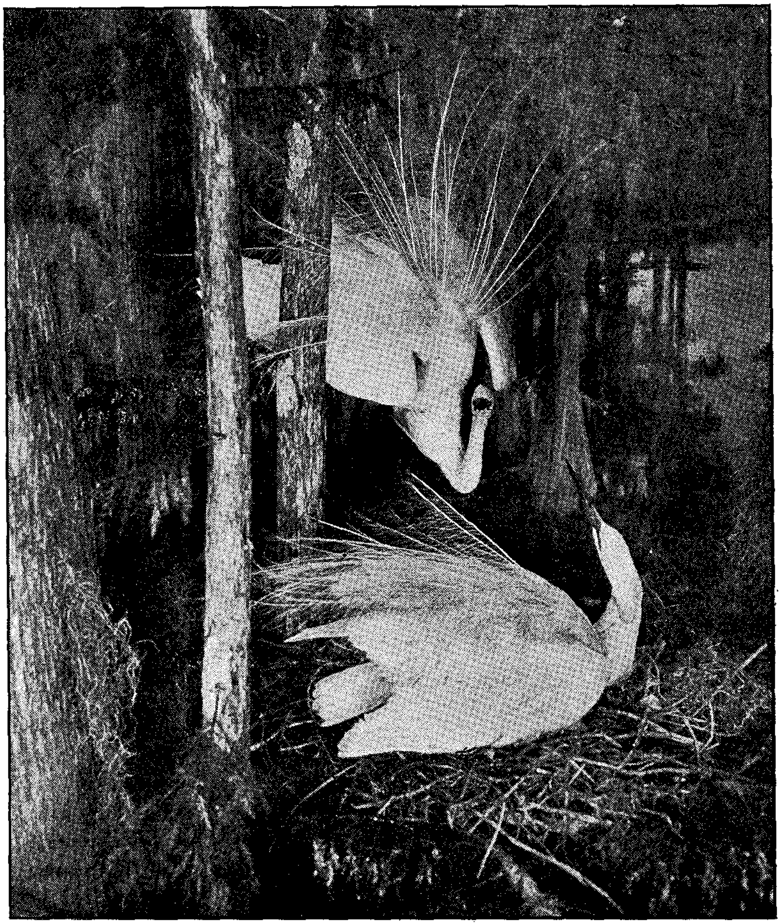
"The discussion was an animated one, some affirming the existence of a secret trick, while others were prudently doubtful. Among the former was Mr. Quinton, who found in the experiments of Krall divers 'impossibilities' which he severely criticized. He had been struck with the fact that the horses made as many mistakes (about 40 per cent.) when they performed a very simple addition as when they extracted a cubic, fourth, or fifth root; he asked why the horses added, multiplied, and extracted roots, while they neither subtracted nor divided. Finally, he found no trace, in their education, of lessons going farther than 144. Wishing to explain possible trickery in the extraction of roots, he succeeded in discovering a very simple and rapid process of finding the cubic or fifth roots of perfect powers, and he astonished the Philosophical Society by announcing that he would undertake to give in a few seconds the results of all such problems that might be presented to him. This was done, and it was shown that Quinton was able to calculate at least as quickly as a learned horse. The latter answered in several seconds such questions as, 'Find the square root of 15,376, the third root of 5,882, and the fourth root of 456,976'; and Quinton did just about as well!

"Quinton refused at first to reveal the secret of his method, declaring that a little reflection would enable any mathematician to discover it. Next day *Le Matin* announced it, as communicated by the author. The method is not at all general, but is applicable only to the roots of perfect powers; it does not enable one to know whether a given number is or is not a perfect power, and it is necessary to be certain that we have a perfect power before applying Mr. Quinton's simplified method. . . . . .

"For fifth roots, Quinton notes that the unit figure of the root is the same as that of the power. $\sqrt[5]{32} = 2$; $\sqrt[5]{213} = 3$; $\sqrt[5]{59,049} = 9$. The fifth powers of the nine digits thus may be extracted rapidly and easily. Beyond this a little more memory is necessary, for the fifth powers of the digits must be kept in the mind. . . . Thus Quinton solved instantly the problem $\sqrt[5]{229,345,007}$, proposed to him by the president of the Philosophical Society; 2,293 lies between 1,024, which is the fifth power of four, and 3,125, which is the fifth power of five. The figure in the tens place is thus 4 and that in the units place is 7; so 47 is the root.

"For cube-roots the process is somewhat different. Mr. Quinton has noted that the cubes of 1, 4, 5, 6, 9, all end in the same figures, and that those of 2, 3, 7, and 8 end in 8, 7, 3, and 2, the figures obtained by subtracting from 10. The cube-roots of cubes smaller than 1,000 are thus obtained at once. . . . For larger cubes, running up to a million, we must, as before, know by heart the cubes of the nine digits. . . .

"This is the whole mystery. Mr. Quinton is able to extract by the same process many other roots, 7th, 9th, 11th, 13th, 14th, etc. Is this the secret of the Elberfeld horses? Quinton does not assert this, and notes only that these rapid processes are able to abridge calculation greatly, so that if some one were in communication with the horses, the spectators would be astonished at their apparent knowledge. The process is hardly utilizable ordinarily, and we describe it here only as a curiosity. It will enable those familiar with it to astonish their friends, as being more extraordinary than Inandi or Diamandi; more rapid even that a learned horse. The only thing they must look out for is that they shall be given only perfect powers!"—*Translation made for* The Literary Digest.



Photographs used by courtesy of the American Museum of Natural History, New York.

MASSACRED FOR MILLINERY.

Egrets in a South Carolina cypress forest. They are almost extinct in this country.

WORLD-WIDE BIRD-SLAUGHTER

WHILE WE LAMENT the disappearance of our wild birds here in the United States, and are trying to check it by legislation, the same ruthless slaughter, ending in the total extermination of one species after another, is going on in all parts of the world. Trade, backed by fashion, has a "pull," apparently, that can not be withstood by laws, nor appeals to pity, nor the outcries of scientific naturalists. So the goose that lays the golden egg continues to be killed, for after a feather-yielding bird has been exterminated no more feathers of this kind are to be had. The feather-dealers, like the French king, however, seem to be content that the deluge shall arrive after they have enriched themselves sufficiently. A writer in the *Tour du Monde* (Paris, March 15), abstracting an article contributed to the *Journal Suisse* by Mr. De la Rive, an expert in this subject, asks whether we are to go on until every bird has vanished, or whether there is some way out. We read:

"To state the problem is not to solve it, but we may point out what the solution ought to be. The bird constitutes part of our common heritage and the hour has come to seek to preserve it, not only in Europe, where insectivorous species have long been protected by law, but throughout the world, which is seeing one marvel after another disappear. The feather-dealers oppose all restrictions and declare that their activity plays little part in the diminution of winged life on the globe. The bill now pending in the British Parliament, looking toward the prohibition of the importation of certain species . . . has provoked lively opposition on both sides of the Channel. London is the market for the raw feathers, but Paris is where they are manufactured; and if the sale is suppress, the industry will suffer. The argument has its value, but is there no remedy?

"The feather trade, quite inactive thirty years ago, has recently taken on an extraordinary extension. As conquering civilization has opened new regions to European exploitation, the sale and exchange of tropical and other species have become more intense. No measure of control has stopt the hunter in these new lands, and he has had his own way.

"The United States offer an example of what man's destructive powers can accomplish when nothing prevents. The American Ornithological Society called attention, in 1885, to the necessity of effectively protecting the winged fauna of the continent. . . . Ornithologists have told of the extermination of the herons, ibises, spatulas, and pelicans in Florida, of the grebes and swans of Oregon, and of the seashore birds. Legislation has finally interfered; but there are no more herons, and the shore birds have been preserved only by creating island reserves. . . . . . .

"The English and French merchants assure us that in Venezuela the white heron is rigorously protected, and that the feathers shed at molting time are collected under the nests by the natives to be exported to Europe. Nevertheless . . . investigation shows that protective measures in Venezuela exist only in the district of Apuré, and that feathers are not gathered at molting time for the very good reason that they are then so dirty and bedraggled ('dead,' as it is called) that they have practically no market value."

The rarer the bird the more it is sought, and the less its chance of escaping extermination. The sad story of the New Guinea bird of paradise as told by Walter Goodfellow, an English traveler, is typical. Several species, including the blue paradise-bird, have already been exterminated, and others are nearly gone. The pursuit is carried on systematically, the birds being swept from one section after another. The Dutch Government's efforts at restrictive legislation have failed, owing to the strong opposition of the traders. Exportation of these birds is forbidden in British possessions, but there is much contraband trade. The same is true in the French and German colonies. "So long as the European outlet remains open," says the writer, "thus it will be." A remedy proposed by Mr. De la Rive is to substitute as far as possible the feathers of domesticated birds, such as the pigeons, for the wild birds. This may relieve the trouble somewhat, but there can be no tame substitutes for some of the creatures most in demand, and therefore nearest to extinction.—*Translation made for* The Literary Digest.

LETTERS AND ART

WHY ALL SHOULD ENJOY POETRY

FOR THE AVERAGE MAN, as well as for the distinctively poetic type, poetry has its function, according to Max Eastman; and because he believes that an understanding of this fact will increase the sum of enjoyment in the world he devotes a book to it. Recognizing that people tend to fall into two opposing classes, the practical and the poetical, Mr. Eastman keeps also in mind the fact that the majority of us represent a blending of these two types. Practical people, he points out, are intent on attaining ends, poetical people with receiving impressions. And he argues that in this adventure of living the poetical impulse, the impulse to realize, must not be sacrificed to the practical impulse to achieve—despite the well-known intolerance of the practical person for poetry. Throughout his book on the "Enjoyment of Poetry" runs a faith in the possibility of reconciliation between these two points of view. He urges the practical man to recognize that the poetic is "not an attribute of special, exotic, or disordered types, but a universal quality of our nature," and that the poetic impulse, "the impulse to realize," is "as deep and arbitrary and unexplained as that 'will to live' which lies at the bottom of all the explanations." We should therefore strive for "a more equable union of the practical and poetical in our character." "It is only the childlike and the poetic who make the innumerable intimate acquaintances that are made."

But the service of poetry to the practical man is not only to enhance things for him and add a richness to his experiences, but to vivify ideas by clothing them with color and emotion:

"And thus it is that poetry, altho primitive, is also divine. It is a redeemer of the mind from the serious madness of abstraction. . . . It carries science and knowledge continually back into the specific realities out of which they arose, and whose illumination is their culminating function."

MAX EASTMAN.

"This is the priesthood of art—not to bestow upon the universe a new aspect, but upon the beholder a new enthusiasm."

Nor does Mr. Eastman ignore poetry's more mystical service, of which he observes:

"We are sometimes led by her most fine suggestions, not only into the presence of ideas, but into the presence of what is beyond any idea. We are made to apprehend the being of things the mind can not contain. In trigonometry, because we know the relation between two lines, we can measure the one which is beyond the span of our instruments, and we nail our diagram to the stars; and in poetry, likewise, when we have experienced the reference of a present image to absent ones, we are awake to those references which pass beyond our minds, and we catch them on their way to the images that are eternally absent. There is poetry that runs along the verge of infinity. Repeatedly we span the universe by the juxtaposition of words, and as the architecture of these successive visions is piled before us, we are led almost to expect a revelation of the unseen. This power has hung the veil of sacredness upon the name of poetry—that with these written syllables it can so bring over us the nearness of infinite and universal being."

Returning again to more practical considerations, Mr. Eastman points out that the worship of "respectability" and the lack of leisure are two serious obstacles to the enjoyment of poetry. At present, he says, the rich have the leisure, but are handicapped by the ideal of conformity, of respectability. And the poor have no time for poetic realization of their lives. If the golden age of poetry is before us, he argues, the world will first have to undergo certain social readjustments. As he puts it:

"Realization is a flower of leisure and does not blossom quickly. It is a flower of the mood of leisure, and that in these days is the possession of a few. Among the well-to-do it is a traditional possession of women only, and so poetry has there grown to appear feminine. Among the poor it is unattainable to any but degenerates, or the best rebels, and so poetry appears not to belong there at all, but to be almost an exclusive pleasure of those whom we call cultivated. Poetry has grown aristocratic. It looks into the future for its golden age, the age when it will again be loved by many kinds of people, and rise to its heights upon a wide foundation. They who cherish hopes of poetry will, therefore, do well to favor in their day every assault of labor upon the monopoly of leisure by a few. They will be ready for a drastic redistribution of the idle hours.

"Even a more heroic change they will have to see, if poetry is to prosper in those hours. For with the achievement of leisure as it is to-day, there spreads over the whole nature of man that baleful constraint, the ideal of respectability. And that is a more sure destroyer of poetry than even necessity or the absorbing ambition that is genuine. The privilege of maintaining a refined insulation from real contacts with the matter of life being possible only to the wealthy, it becomes the accepted token of wealth, and a stern requirement to those whose judgments of merit are determined by a pecuniary standard. They wrap themselves in fabrics and fine manners. They incase themselves in forms. They touch nothing to the quick. They are even more effectually sundered from the poetry of experience than those considered less fortunate who are occupied with a genuine problem of self-preservation. For they, when they do discover some hour of contemplation, look straight into the face of the world. They taste the sorrows at least. But these others dwell in their mansions of great aspect as in the tomb, forbidden by their ideal the realization even of the tragedy of their own deadness."

In the last chapter, which discusses the "practical value of poetry," we read:

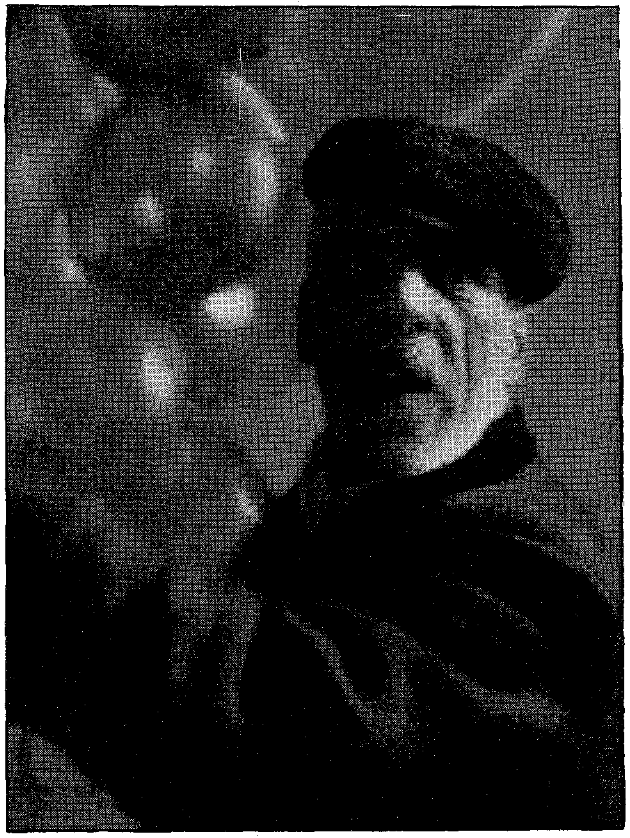
"The poetry of books prepares, and also it restores. To us the world grows stale, because in proportion as we become accustomed to a thing we are estranged from it. In proportion as we win the daily presence of our friends, we lose them. We come to regard life as a dry package of facts. We want the spirituous refreshment of another's vision. We want to have our eyes reopened, and our souls made naked to the touch of being.

"This is the priesthood of art—not to bestow upon the universe a new aspect, but upon the beholder a new enthusiasm. At our doors every morning the creation is sung. The day is a drama, the night as an unfolding destiny within whose shadowy arena impetuous life shall still contend with death. A world laughs and bleeds for us all the time, but our response in this meteoric theater we suffer to be drugged with business and decorum. We are born sleeping, and few of us ever awake, unless it be upon some hideous midnight when death startles us, and we learn in grief alone what bit of Olympian fire our humid forms enwrapped. But we could open our eyes to joy also. The poet cries 'Awake!' and sings the song of the morning. He that hath eyes let him see! Even now all around us the trees have arisen, and their leaves are tongues of the air in song—the earth swings on in drastic revolution—and we laugh and love perpetually—and the winds enlarge our goings and our comings with a tune. . . . . . .

"So far from being past, or on the wane, this wisdom of the soul of poetry looks for the first time joyfully into the future. Man is now returning to his rights as an animal. He has now learned that morals is not meant for a scourge and a dry medicine, and that joy is its own reason. Existence was not perpetrated in malice or benevolence, but simply is, and the end of our thinking is that here we are, and what can we make of it. We have a planet to act upon, a sense of the drama. We will not squat and argue, nor balk, and try to justify God, but we will make with high hearts of abandon our entrance and our exit before the congregation of the stars."

CREATIVE PHOTOGRAPHY

THE MUCH-DISPUTED CLAIM of photography to be classed as an art will doubtless derive a fresh impulse from the work of Baron De Meyer, who succeeds, according to a writer in the May *Craftsman*, in proving himself a creative artist despite the fact that his medium of expression is the photographic plate. "One is imprest," we read, "by the quality of 'style' that pervades all his work; his portraits have that family resemblance which characterizes the works of a good painter, and shown in each is the stamp of one man's work." At the same time "each photograph is individual, the mood and manner of treating the sitter prove the keen observation of an artist." In other words, Baron De Meyer brings to his work both the creative ability and the critical instinct, and achieves in his pictures "all the qualities required of a painter, excepting of course color." To quote further from the *Craftsman* article:

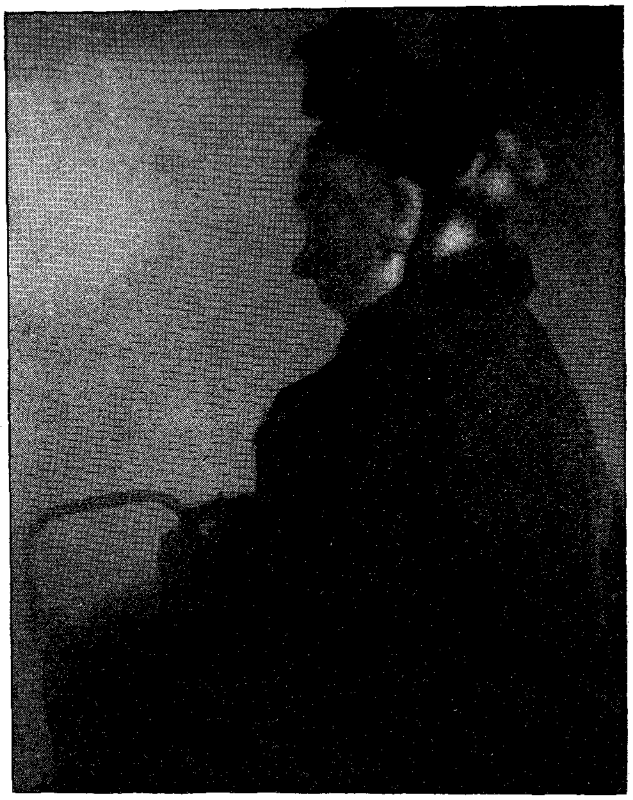


"THE BALLOON MAN."

The two examples of Baron De Meyer's photography on this page afford an interesting contrast to his well-known portraits of fashionable women. At the same time, says a writer in *The Craftsman*, "his portraits have that family resemblance which characterizes the works of a good painter, and shown in each is the stamp of one man's work."

"Few amateurs realize the difficulties to be overcome in seeking to express through this purely mechanical agency the qualities required of the painter, but Baron De Meyer has given in his portraits a personal and artistic utterance.

"To express beautifully an emotion or sensation is the chief object and fundamental aim of any art, and the latest development of what was once mere photography opens up a new field of experience requiring a mastery of many technical difficulties. One sees in Baron De Meyer's portraits how real an analogy is to be drawn between photography and the other forms of 'black and white' work which art lovers have ever held in high estimation, and it is again proved that the artist is as independent and as unhampered by his rigid medium as if he wielded the more supple pen and pencil. One feels in Baron De Meyer's work great ability, keen observation of life, enhanced by a charming sense of humor, and the true artistical sense of just and vital values.



"MRS. SMITH OF CHELSEA."

It is claimed for Baron De Meyer that he achieves in his photographs "all the qualities required of a painter, excepting of course color," and proves "how real an analogy is to be drawn between photography and the other forms of 'black and white' work."

"The draftsman has indeed fewer difficulties; his is the power to suppress or eliminate details in his pictures that detract or are non-essential, details which interfere with the harmonious whole. The photographer, because of his medium, has not the power to retouch or correct his picture. His choice from the first must be sure and unerring, and yet one's first impression from these photographs is that they might be reproductions of a master's painting, or of the tone etchings of such a great artist as Brangwyn. Upon deeper observation one perceives the clear-cut value of lens work."

While Baron De Meyer is famous for his portraits of beautiful women, "he has not been content with reproducing a galaxy of the fair women of two continents":

"In his London studio he has worked from models and has thus obtained most interesting studies which have allowed him larger scope in his portrayal of types. . . . . . .

"In these selected studies of many types, as in the portraits of beautiful women, Baron De Meyer gives us a valuable record of modern society, and his work through it all remains critical, constructive, and creative."

MR. MORGAN AS A COLLECTOR

THE "greatest collector of the last half century—perhaps, indeed, of all time." This is the tribute of the London *Morning Post* to Mr. Morgan, whose art collections, valued at $60,000,000, will, it is now believed, eventually become public property. The terms of the will, just made public, do not, indeed, definitely bequeath them to the people. It pleads lack of time and energy to effect so great a transfer. The implied obligation, however, is left upon the son and principal heir, and the general belief is that Mr. Morgan's exprest wishes will be put into execution. The New York *Sun* records the prevalent feeling that the greater part of the art collection will go to the Metropolitan Museum, "possibly not as a gift, for the present at least, but as a loan with conditions that would have the effect of making the treasures, in the words of the Morgan will, 'permanently available for the instruction and pleasure of the American people.'" Again, the man who wrote this will, remarks *The Morning Post*, "collected in a fashion unknown until the present generation." The word "collecting," it continues, "does not, perhaps, correctly express Mr. Morgan's enterprises; 'amassing' would probably be the better term." For all that, the belief held by this journal contradicts the oft-asserted statement that Mr. Morgan delegated all his collecting activities to trained experts:

> "He had the genuine instinct of the collector, and many years before he began to buy on a large scale he used to frequent more than one print-dealer's shop and spend hours in turning over portfolios, selecting fine mezzotint and other engravings."

Much has been written about the Morgan collection. Their variety and riches are so vast that no brief statement can give a hint of their compass. The summary in the London *Times*, where Mr. Morgan is treated in a five-column memoir, gives a valuable survey:

> "Mr. Morgan began to buy pictures in 1884, but only bought largely after 1890. From that time till about 1908 no sooner had the report of his purchase of one fine collection died away than another was announced. He bought readily and widely, but only such things as were supremely fine, in almost every branch of art. For these he built a palatial home in New York.
>
> "Mr. Morgan's first great enterprise in the way of book-buying dates from about 1899, in which year he purchased *en bloc* the Toovey library of early English printed books, the magnificent Aldines (529 in number), a very fine series of bindings by the great masters of the French school, and, above all, a superb copy of the First Folio of Shakespeare in the original calf, with the arms of Robert Sydney, Earl of Leicester. In this purchase, as indeed in all his bibliographical purchases, Mr. Morgan largely depended on the advice of his nephew, Mr. Junius S. Morgan.
>
> "About 1900–1, Mr. Morgan bought, also *en bloc*, the libraries of Theodore Irwin, of Oswego, A. J. Morgan, George B. de Forest, and Marshall C. Lefferts, all especially strong in various phases of Americana. But his greatest *coup* of all was the purchase of the library of Mr. Richard Bennett, of Manchester. Mr. Bennett, besides buying elsewhere, had purchased William Morris's library, and, after making his selection of manuscripts and books, sent the residue to Sotheby's in 1899. For reasons which are not known, Mr. Bennett suddenly determined to part with his library, and placed it in the hands of Messrs. Sotheby for sale by private treaty. There were only about 700 volumes, but every one was of the highest importance; there were, for instance, 32 Caxtons, and in this respect the Bennett collection ranked the fourth largest in existence. The collection was, after very little delay, purchased by Mr. Morgan at a price said to be about £200,000. Then came the purchase of the 14 Caxtons in the Amherst of Hackney library for something like £25,000.
>
> "Mr. Morgan's greatest single-book purchase was the Ashburnham 'Evangeliarium,' for which he paid £10,000; it is one of the most beautiful examples in existence of early goldsmiths' and jewelers' work. The only fragment in existence of the manuscript of Milton's 'Paradise Lost' was acquired early in 1904 for about £5,000. The Hamilton Palace copy of the 'Golden Gospels' of Henry VIII., a manuscript of 'Imperial magnificence,' came to Mr. Morgan in his purchase of the Irwin library; and he also obtained the acknowledged masterpiece of the greatest of all the miniaturists, Giulio Clovio. His more recent purchases include both the vellum and the paper copies of the great Mazarin or Gutenberg Bible, which cost £8,850 at the Huth sale, and several of the Hoe treasures fell to him. Some time since an ingenious statistician reckoned—and this was before the Huth-Hoe sales—that out of 100 books which sold at auction during the last century at from £500 to £5,000 each, Mr. Morgan owns 16, or one-sixth of the highest-priced books of the last hundred years. A long account—the first of its kind to appear—of Mr. Morgan's library and its treasures was published in *The Times* of December 4, 1908."

Mr. Morgan's pictures have so lately been the subject of an article in these pages that we omit the remention of them and go on to indicate some of his accumulations that are less well known:

> "When Mr. Morgan decided to remove his collections from the Victoria and Albert Museum, it was roughly estimated that the value of the contents of the 30 or 40 showcases amounted to three-quarters of a million sterling—£300,000 in jewels, £100,000 each in porcelain and ivories, not to mention other articles. Even these formed only a small portion of his collection, for his gold and other snuff-boxes alone represent an enormous fortune. The Morgan jewels formed the subject of a special article in *The Times* of August 25, 1911; while his equally famous and important collection of watches was dealt with in these columns on November 23 of last year.
>
> "Mr. Morgan purchased at a high price the Pfungst collection of fifteenth-century bronzes, and is said to have paid £60,000 for a portion of the collection of goldsmiths' and silversmiths' work of the sixteenth century which was formed by Consul Guttman, director of the Dresdner Bank. For two busts by Houdon he is reported to have paid £20,000, and £100,000 for the Van Eyck series of tapestry from the Royal Palace at Madrid, and probably brought from Spain to Paris by Cardinal Mazarin. The Oppenheim collection of ivories, wood carvings, Munich-stone, Italian *faïence*, Byzantine enamels, terra-cotta work, and so forth; the Mannheim collection of majolica; the Marsden Perry collection of Chinese porcelain, 227 pieces, one of the finest in the United States; and the Georges Hoentschel collection of Gothic and eighteenth-century woodwork, ormolu decorations, which were affixt to furniture, domestic furniture, and ecclesiastical work—said to have filled 364 packing-cases in the transshipment to New York; the John Ward collection of Greek coins; the Marpels collection of watches—these are all now part of Mr. Morgan's accumulations. It should be mentioned that the eighteenth-century objects in the Hoentschel collection were presented by Mr. Morgan to the Metropolitan Museum of New York. He had also a vast collection of fine Oriental porcelain; and quite recently he bought Mr. Fairfax Murray's very important gathering of drawings by old masters. In fact, there was hardly a department of the art of the past of which he had not acquired a fine and thoroughly representative collection. It is universally believed that the whole, or nearly the whole, of his treasures will go either now or later to the Metropolitan Museum of New York."

The above recital indicates that Mr. Morgan was almost entirely a patron of the art of the past. This point is taken and dwelt upon by the New York *Evening Post*, which sees him removed as far as possible from such figures, for example, as the Medici of Florence:

> "To name the Medici and their business and political associates is to revive the memory of the greatest artists of their age. Mr. Morgan's name will evoke no such memories of our artists in the future. He outlived two artistic revolutions, marked by the success of the Barbizon school and that of the Impressionists, but his taste was deeply touched by neither. He employed, to be sure, the best architect in America to build his beautiful private library, but it never occurred to him to summon a mural painter of highest distinction to complete the work. The only portrait-painter whom he consistently and enthusiastically employed is an artist of inferior talent. We call attention to these limitations of a great art lover, not to depreciate his taste, but because these facts mean something for both the man and the art of our modern times.
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> "It must be admitted immediately that modern art, subdivided into specialties, maintained largely by esoteric cults, an art so little central and public, could not have appealed to so

> potent, public, and essentially simple a character as was Mr. Morgan's. Such an art must have represented to his consciousness either an evasion of the main business of life, or a disintegration parallel with that which he dreaded in society at large. In short, the Medici art patrons transported to our age would probably have liked our art no better than Mr. Morgan did, while he, in their times, might well have been the friend and employer of a generation of artists. It is the defect of our art, and the loss of our wealthy contemporaries, that its appeal to those who robustly do the world's work is so small."

It would "be to affront his memory to claim for him a connoisseurship to which he never pretended when living," continues this journal. Finally:

> "It was his weakness as a collector that he did not readily seek or win the confidence of critics and other amateurs, but depended too much on dealers. He was too impatient and too rich to give himself the luxury of buying shrewdly, and the great prices which he willingly paid did much to produce the present demoralization of the art market. In fact, the amateur must regard Mr. Morgan's artistic career with something of awe and misgiving, not unmixt with pity, feeling the disproportion between his tireless activities as a collector, and the personal solace which he got from his royally abundant possessions. Such refinements of sympathy and appreciation need not trouble the average man. It is enough for him to know that all his long life Mr. Morgan earnestly coveted the best in art, that through his enterprise tens of thousands of beautiful objects have come from Europe to America, and that through his gifts we all have the possibility of an illimitable extension of our esthetic life."

MASSENET'S GHOST—A problem for the Society of Psychical Research seems to be furnished by a ghost story coming from Paris. Massenet, it appears, attends rehearsals of his opera "Panurgi," about to be produced, and is seen by nearly all the people connected with the theater—stage-hands as well as singers. The "tenors and basses were as nervous as schoolgirls" at first, but after a few days began to accustom themselves to the apparition, and worked on comfortably with him. This account furnished by the barytone Marcoux is printed in the Philadelphia *Ledger:*

> "I first noticed the apparition at the second rehearsal. It appeared at the end of the second act at the right-hand corner of the stage. I thought it was a hallucination, but try as I might I could not keep my eyes from the figure which I could see distinctly clad in the familiar gray frock coat.
>
> "It beat time with its hands and would shake its head with approval or disapproval. I said nothing for fear of being ridiculed, and as the ghost or whatever it was did not appear again that day I took a dose to steady my nerves.
>
> "Next day Mlle. Lucy Arbell, who has the principal rôle, clutched my arm suddenly during a duet in the second act and whispered in a terrified voice, 'Look! Look!'
>
> "There in the same place stood the strange figure going through the motions of conducting the orchestra. I confess our voices sounded quaky as we continued singing.
>
> "During an interval several stage-hands approached the stage-manager and told him they had seen the ghost of Massenet. At every rehearsal we saw the apparition, always in the same spot, but not always in the same act. The strange thing about it is that those not connected with the theater were unable to see the ghost.
>
> "Director Isola had a camera pointed at the stage one day, the operator standing by ready, but altho he snapt at the exact moment when four of us saw the figure plainly, the negative, when developed, showed a blank. I can not explain it. I could have doubted my own eyes, but there is the testimony of the others."

The director of the theater adds this:

> "The history of the Gaieté Lyrique, dating back centuries, contains many extraordinary incidents, including ghosts. Some old employees of the theater are quite ready to accept the theory that the theater is haunted by another uncanny visitor. Personally, I have no theory whatever, but at one time I feared we would be unable to continue the rehearsals. Everybody was absorbed in the extraordinary phenomenon."

WAGNER'S "RHEINGOLD" AN ATTACK ON PROPERTY

THE SOCIAL-DEMOCRATIC DOCTRINE of "the vicious fraudulency of private property," according to Prof. Karl Fuchs, is the underlying and permeating idea in Richard Wagner's "Rheingold." And "never was a senseless and dangerous thought made plausible to the public with greater pomp of presentation than by this thoroughly and endlessly romantic magic opera," declares this German interpreter of his great fellow-countryman. This view of the "Rheingold" is set forth by Professor Fuchs in *Die Danziger Zeitung* and discust at some length in *Die Allgemeine Musikzeitung.* It will be recalled that in this opera, which forms the prelude to the trilogy, "Der Ring des Nibelungen," all the disasters trace back to the fact that the gnome *Alberic,* repulsed by the three maidens who guarded the mysterious treasure of the Rhine-gold, utters a vow to renounce love, and as a result of this renunciation is enabled to steal the gold and shape it into a ring of miraculous attributes. Altho this ring gives almost limitless power to its possessor, it also carries with it a curse which ultimately threatens to destroy even the god *Wotan.* In the *Musikzeitung* we read:

> "What else could be symbolized in the fact that the curse is fastened on the individual who forges into a solid ring the liquid gold scattered in the green stream of the Rhine for the enjoyment of all, and that only the loveless man is capable of working this transformation? The forging happens through robbery. . . . Never more clearly than in this instance can the dictum of the French socialist, Proudhon, that 'Property is theft,' be illustrated. It is not the misuse of the stamped gold or money that is curst, but possession as such; the rich man is bad and loveless possession possesses the possessor and whoever acquires it must sow ruin and death and finally harvest them himself.
>
> "The loveless man is the image of the detested capitalist. To make this impressive, the whole magical scheme of action and all the wonderfully devised scenery are conjured into an effect that is embellished with what is musically interesting. Finally, the whole thing, in consequence of the contradictions in the environment of the participant, and particularly in the character of *Wotan,* sinks so far toward the mere show-piece with music that it fortunately forfeits the seductive power which envelops the childish idea. The giants in the piece represent the workman; the problem of work and wages is solved by *Wotan,* specifically in regard to himself, with the principle of 'Ordering and not Paying,' with the mental reservation that 'The Higher Right is always on the Side of the Higher Nature' . . . really of the higher man, higher through rank or genius . . . this solution being a kind of denial of claims approved by civil law, a denial that the social democrat, too, would deem silly since it operates against the workman.
>
> "It is in this manner that *Wotan,* the guardian of compacts, acts. Not yet in 'Rheingold,' but later, in the 'Ring,' which is intended to be a unity, he reveals himself as a god of the clouds, of storm, of the weather. . . . Has any one ever succeeded in making a compact with the weather? No wonder, finally, that this god thinks and does so little in consonance with the fifth and sixth commandments. Likewise he fails to show definite respect for the seventh, for what compact has been violated by *Hunding,* whom he beats to death? To signify anything essentially other than the Ten Commandments can not be expected from the compacts whose formulas in runes find place together on a spear.
>
> "Without this crass deviation in consequence of the excess of inner contradictions, the sum of which is by no means indicated by those already mentioned here, the complacent auditor might think that the piece had not contributed materially to the growth of the red flag, for however green the flood, the Rhine, may appear, there it is red and signifies that 'Everything belongs to Everybody.' The more the author strove, however, to diminish the historical aspect of the plot, the more intent he was as prophet to make impressive the group of ideas which he deemed the real life of his piece. It is well known, too, mark you, that this same Wagner, at a certain not very remote time, when certain heads were hot with a certain keen idea, wrote a wholly serious letter to the King of Saxony demanding that the King abolish the use of money in his states!"

RELIGION AND SOCIAL SERVICE

CHINESE APPEAL FOR CHRISTIAN PRAYERS

IN RESPONSE to an official request from the Chinese Cabinet, special prayers for the new Republic were offered on April 27 in Christian churches throughout China, the United States, and probably all Christian nations. This unprecedented action on the part of China's new Government is generally interpreted by our religious press as at once a vindication of our missionary efforts and a spur to fresh activities. Typical of the comment in many quarters is the remark of the Portland (Me.) *Zion's Advocate* (Baptist): "China has invited her own evangelization; the missionary enterprise will henceforth stand on a very different footing in that old land." "The world has heard nothing like this before," exclaims the Chicago *Advance* (Congregational), and the Cleveland *Evangelical Messenger* (Evangelical) hails the incident as "prophetic of the coming supremacy of the principles of the Christian religion in China." The appeal, as telegraphed to the various Chinese provinces and cabled to the Department of State at Washington and to foreign mission boards, is as follows:

> "Prayer is requested for the National Assembly now in session, for the new Government, for the President who is to be elected; for the Constitution of the Republic; that the Government may be recognized by the Powers; that peace may reign within our country; that strong and virtuous men may be elected to office, and that the Government may be established upon a strong foundation. Upon receipt of this telegram you are requested to notify all churches in your province that April 27th has been set aside as a day of prayer for the nation. Let all take part."

Illustrations by courtesy of "Outdoor World and Recreation," New York.

GRANDMOTHER OF A HUNDRED CHILDREN.

A sturdy native of the Cumberland Mountains, not yet seventy, one of the mountain whites whose problem is treated on the opposite page.

This is said to be not only the first time in the world's history that a non-Christian nation has called for the prayers of Christian peoples, but the first time that any nation about to adopt a new constitution and enter on a new order of life has asked the prayers of other nations for success. And it is little more than twelve years since the Boxer uprisings in China resulted in the martyrdom of 135 missionaries and 16,000 native converts!

Our religious papers are naturally jubilant over this recognition from so unexpected a source of the importance of Christian prayer. "Not only will this action of the Chinese Government impress the millions of its own subjects with the importance of Christianity," says the Philadelphia *Christian Instructor* (United Presbyterian), "but it should impress the so-called Christian nations with the importance of recognizing their dependence upon God, and their need of looking to him continually for his guidance and blessing." Another Philadelphia paper, *The Catholic Standard and Times*, also sees in this act of the Chinese Republic, "a very good example to the rest of the world." And it notes, "How different this attitude of the newest republic from that of the greatest one of Europe—France!" "The motive of China's call to prayer can only be conjectured," says the New York *Christian Advocate* (Methodist), but

> "the simple fact that such an appeal has been made is tremendously significant, indicating that the influence of Christian missions has extended far beyond the mere numbers of converts. It will give strength to the Christian movement in Asia and to the operations at the home base, upon which foreign missions must depend for their maintenance and extension."

The New York *Christian Herald* (Undenominational) confesses that "it is difficult to be moderate" in commenting upon this event, and goes on to say:

> "Has anything more spectacular and stupendous happened in the modern history of Christianity? It reminds one of the act of Constantine that made Christianity the religion of the great Roman Empire and the sign of the Cross the banner of its imperial legions, or of the zeal of Charlemagne in subjecting pagan nations to the yoke of Christ. Japan recently made Christianity one of the recognized religions of the Empire. And now China, the newest and largest republic, which during all the centuries of the Christian era has been thought of as so deeply and firmly heathen, sends this request for prayer, not to its priests of Buddha nor to its wise men of Confucianism, but to the faithful missionaries and native workers who have been telling there the old, old story of Jesus and his love, and holding up to view the life and character of him who said, 'And I, if I be lifted up, will draw all men unto me.'"

"It commits China to Christianity," exclaims the Boston *Watchman* (Baptist), which comments as follows on certain outstanding facts in the case:

> "The prayer-edict is issued by Yuan Shi Kai, the President of the Republic, thus giving it the highest official sanction. It is a little more than a decade ago that China was bitterly opposed to Christianity, and was using all her power to stamp it out of the Empire. President Yuan's edict easily recalls the edict of the imperial Government issued in 1900 calling for the destruction

of foreigners and making it a crime to harbor them. It was claimed by many at that time that the edict was directed not so much against Christians as such, as it was against the scheme of the European Powers to get possession of their territory. The aggressions of England, Germany, Russia, and France may well have aroused Chinese opposition not only to these countries but to their religion.

"Whatever influences have caused the reaction in favor of Christianity, and evidently there must have been strong and well-nigh irresistible influences, it may safely be believed that the attitude of the United States in its diplomacy, approving the integrity of the Empire as against the European carving process, and also in returning the portion of the money allotted to the United States as its share of the cost in subduing the Boxer rebellion, was among the most powerful factors. It shows in a large way that justice and honesty are always the safest factors in international policy."

"But probably the strongest human influence of all," adds the same paper, "has been exerted through the missionaries whose hard and faithful work has borne fruit not only among the people, but in the palace itself." The Boston *Congregationalist* (Congregational) calls attention to the interesting fact that "in the province of Kwangtung, the chief city of which is Canton, sixty-five per cent. of the Government officials are Christians, and in the new National Assembly there is also a good proportion of Christians."

We learn from the news dispatches that not only in the United States, but in Great Britain, on the Continent, in Canada, Australia, and South America, China's appeal was heard and answered. Commenting upon this unique day of prayer, Secretary of State Bryan said to a newspaper correspondent:

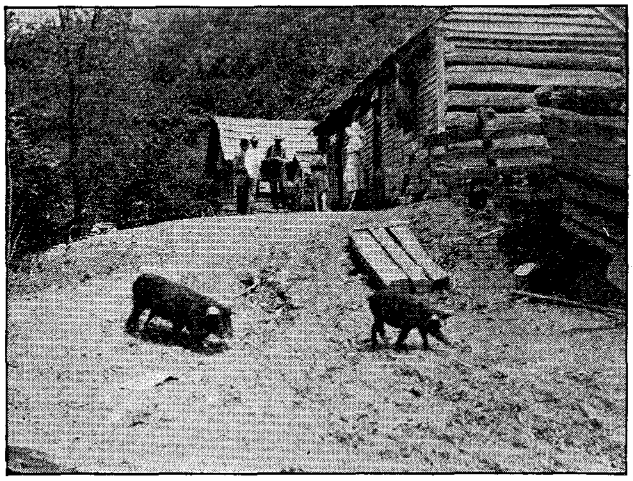
"It is an extraordinary tribute to Christianity. . . . The United States has exerted, largely through its missionaries, an increasing influence on the thought of China. The President has recognized this in his efforts to secure Mr. John R. Mott as the first Minister from this country to the new Republic, Mr. Mott being a conspicuous layman and known for his identification with all forms of religious activity."

In fact, the incident seems to hold scarcely less interest for the lay press than for the religious papers. "Praying for China is a proof that the American people have the sort of sentiment for the Chinese people upon which enduring friendship may be founded, and out of which the new dispensation of peace over all the world may gradually be evolved," remarks the New York *Evening Mail*. And *The Tribune* points out that whether China's request indicates the spiritual power of Christianity or merely the use of that religion for political purposes, it is in either case a reminder that the world has henceforth to reckon with "a Europeanized and Americanized China."

A FAMILY OF KENTUCKY MOUNTAINEERS.

HOW TO HELP THE MOUNTAIN WHITES

IN THE FOREFRONT of all "rural problems," declares the editor of the Berea *Quarterly*, is the task of bringing the best educational guidance to the isolated people of the mountains of Kentucky, Tennessee, the Virginias, and the Carolinas. And Berea College in Kentucky represents, according to the New York *Times*, "the best thus far attempted for the education of these hemmed-in millions of sturdy Americans." In the current number of *The Quarterly*, Mr. John F. Smith, of the Berea Normal Department, who recently made a survey in the mountain country for the National Bureau of Education, notes that there are active thinkers there who are doing all they can to better conditions. They want "to see religion become a real, active, character-building principle, instead of an excited state of mind or a mere belief in a creed," to "arouse a sentiment that would build bridges where ferry-boats are used now," to "have roads built over which a single team might draw a heavy load at all seasons," to have "better churches and better schools." But in the mountains, "as in perhaps most rural districts, the active thinkers are in the minority." So, declares Mr. Smith, "the practical way to better conditions in the mountains is to reinforce these active few." And he goes on to show how necessary these reinforcements are and how Berea is furnishing them:



THE STORE AT TURKEY GAP, CLAY COUNTY, KY.
A neighborhood social center.

"Take the boys and girls who will build the homes of to-morrow, put them in an institution where their horizon will be broadened, where they may catch a vision of better roads for their county, better farms and better methods of farming, better homes for themselves and their friends, and better schools and churches and happier days for their people.

"The active few want to help their county, but they can not be patriotic for the many who are not patriotic. Many a man is quite willing to have a bridge built across a stream near his farm, but he complains if he is asked to help build one in another part of the county.

"Often the criminally harmful influence of a few people who live on the frazzled edges of the community, degenerates born of long intermarriage, mental atrophy, overindulgence of appetites and passions, 'vote sellers' and others, occasion ceaseless anxiety to the better classes who must make an honest living and lead respectable lives in spite of their less exemplary neighbors.

"Then there are the fatalists who have persuaded themselves that evil will come, that the hearts of some men are inevitably bad, and they rather avoid doing police duty in the neighborhood while winning bread for their children. They do have to win bread; they don't have to guard the morals of the people and the ballot boxes. Therefore they rather prefer to do what must be done and are often slow to assume responsibilities that may mean the expenditure of both time and money and involve them in 'difficulties' with their neighbors.

"In many cases the presence of Berea's 'Extension' outfit for two or three nights in a remote valley will turn the scale between the better and the worse elements by waking up those who have been indifferent.

"The mountaineers do not need some one to build churches and give them; they do not need to have money turned into their county coffers from some external source; but they do need to have some forces at work that will take the sons and daughters of the people who live on the frazzled edge, wielding an influence that is retarding and often criminal, and give them a different point of view—make them over into cooperative allies instead of hostile enemies. Such boys and girls, as they return from a brief residence at a school like Berea, will exert an influence that will enter quietly into the lives of these honest, common folk who walk the middle ground and give them a wider horizon, raise their thoughts above the dead level of community thinking, develop in them the power of initiative.

"In response to our invitation children of the rudest families came over unbridged streams and long distances, and if we can take care of them now they will reenforce every good cause in our land in the next generation."

IS ITOLAND IN AMERICA?

THE TRAGIC LOT of the Jews in having no homeland among the nations of the earth is once more brought to mind startlingly by Israel Zangwill in a speech lately delivered before the London Union of Jewish Literary Societies and published in part in *The American Hebrew* (New York). According to Mr. Zangwill, only the gipsies share with the Jews the quality of homelessness. The conquered red Indians have their reservations; and the Eskimos live their own life in their own land. But while the gipsies are nomads by choice, and wilfully remain outside civilization, the Jews desire to penetrate into some civilization, "however different it be from their own, however destructive to their own." Itoism, or Territorialism, as practical politics is the stated subject of Mr. Zangwill's discourse and he offers this definition:

"Itoism, or Territorialism, is the conception of a Jewish territory in which this abnormal condition of being in the minority would be replaced by the normal condition of being in the majority. The majority, mark you, not the totality. No nation is made of one race, and the idea that Itoism aims at the creation of a glorified Ghetto is a caricature. . . . Itoism is an abstract conception. It does not specify the particular country. It says . . . give me a place where I may stand, and I will make myself again a people. Unlike Zionism, it does not believe that this renaissance is possible only in Palestine."

But the limitations of the territorial solution of the Jewish problem, in whatever part of the world, Mr. Zangwill shows to be almost if not quite definitely prohibitive. More striking still is his statement that there is no immediate necessity for Itoland, now that the bogy of a closed America has been banished; and he thus declares himself on the room and the reasons for the Jews in the United States:

"We hear a great outcry about the rejection of Jews at the ports of America: well, let us look at the figures. For the year ending June, 1912, 80,595 Jews were admitted and 1,064 rejected, or about 1¼ per cent. But against 31,566 Greeks admitted, 1,396 were rejected, *i.e.*, the percentage of Greeks rejected is about 3½ times that of the Jews. The Irish, with 33,922 admissions to 576 rejections, or nearly 1¾ per cent., are treated considerably worse than the Jews, despite the immense Irish influence in the United States. As for the English, they are almost twice as badly off as the Jews, with 1,117 rejections out of only 49,689 admissions.

"No, America will not close her ports to the Jews, because a continent can not behave like a country—especially an empty continent. Seventy times the size of Great Britain, the United States has only double her population. One State (Nevada), as large as Britain, has only the population of Brighton. Without emigrants the emptier States can not possibly develop at the rate they desire, and if they shut out emigration a great cry for labor would soon go up to heaven and Washington.

"Now they could not possibly shut out the Jew without shutting out all the other white races. The two million votes of the Jews already in possession would be solid against an injustice like that. Nor is there any probable literacy or health test that myriads of Jews could not overleap. Moreover, if emigration were shut out, a fatal blow would be struck at the shipping interests. Without steerage passengers to America, the bulk of the steamers could not afford to run, the first-class passengers would have to pay far higher rates, and even the millionaires would be seriously discommoded by the infrequency of steamers. Despite the most democratic of Presidents, the shipping interests will have their influence in Congress. In short, America will remain open to the Jew because it pays all around. You have no need to rely on the Christian kindness of America, nor on the statue of Liberty that dominates New York harbor and welcomes the weary refugee. These count for something. But there is a solider basis—the almighty dollar. In the wise words of Andrew Carnegie: 'It would pay us to give a premium for every able-bodied man and woman of good character that could be induced to come here.'"

An effort has been made to turn the Jewish immigration away from New York to the Southwest, but it has not been very successful:

"It is precisely because I soon discovered that Itoland could not be an immediate practical refuge, if only because of the years necessary to find it, that the Ito, while making the quest of such a land its central line of activity, established also a branch line to America in the shape of the Galveston work. This, too, had behind it the fear that America, provoked by the congestion of Jews in New York and the Eastern cities, close her ports to them, and it was thought that if the flow could be diverted inland, west of the Mississippi, the arguments of the restrictionists would be silenced. But quite apart from its dubious tactical reasons, it was a good move economically. In the small rising towns of the West, life was healthier and labor better paid than in the slums of the East, and a new and vast region was thus opened up for Jewish emigration. The *modus operandi* consisted mainly in teaching the Russian Jew that Galveston was the best port of entry, and from Galveston distributing him scientifically to towns where work could be found for him. Now, not only is this branch line infinitely more important as immediate practical politics than the central line—not only will it become increasingly important with the opening of the Panama Canal—but it carries within itself a secondary solution in the event of the primary proving impossible.

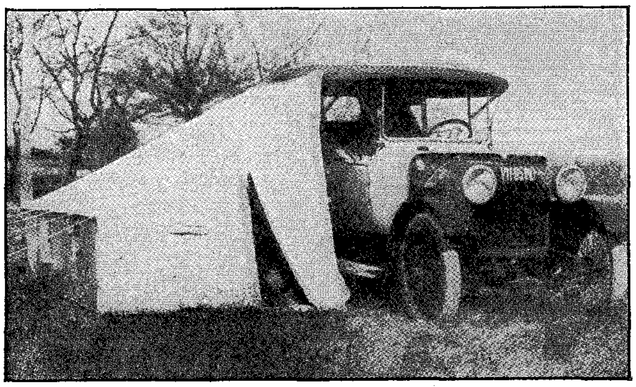
"For America has ample room for all the six millions of the Pale; any one of her fifty States could absorb them. And next to being in a country of their own, there could be no better fate for them than to be together in a land of civil and religious freedom, of whose constitution Christianity forms no part, and where their collective votes would practically guarantee them against future persecution. The drawback to this solution is that the masses could not afford to emigrate from Russia, and it is forbidden to pay their fares. But this very Galveston work, with the experience it gave me of the emigrants who must be the material of Itoland, made it clear to me why Itoland will not attract any large number of Jews while America remains open.

"For despite the better labor conditions in the great West, and altho a spontaneous movement Westward has now set in from the Eastern seaboard as well as from Russia, New York remains the giant magnet of the race. It is not merely because of its synagogs, Kosher restaurants, Yiddish journals, and theaters, but because kinsman goes to kinsman and the million Jews already there radiate out lines of communication all over Russia. Only those without relatives or townsmen in New York, or those who have already failed in New York, will turn to the West. And I am compelled to the conclusion that Itoland, which I had imagined would have all the Russian Pale to draw upon, will in reality appeal only to that very limited class which is without relatives or kinsmen in New York, to which should even be added Canada or the Argentine. The migration of the Jew follows, in short, what may be called the family line."

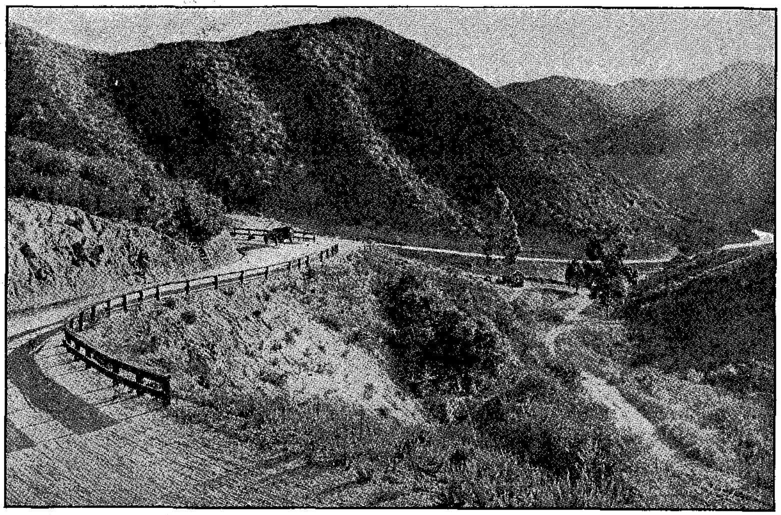
MOTOR CARS

THE RETURN OF THE WIRE WHEEL

A CURRENT topic in many motor publications is the revival of interest in the wire wheel. Several prominent manufacturers have already adopted this wheel, either as a standard wheel or as an optional one. *The Horseless Age* looks for an extension of its use in the near future to many other cars. It is curious that the wire wheel should have been used in the early days of the motor-car and then practically eliminated, only to be once more employed now, with a prospect of becoming a permanent type of wheel. It is explained in *The Automobile* that the constructional methods employed for this wheel many years ago "were not along lines that were adapted to the peculiar road conditions required by motor-cars." The superiority under such conditions of the wooden artillery wheel forced out of use the wheel with wire spokes. In recent years, however, marked changes have been made in construction. What is known as the "triple spoke" type of wheel has contributed most to the success of the present revival. A writer in *The Automobile* explains in an article with diagrams, here reproduced, what this change in construction has effected:


From "Motor Age."

CAMPING OUT WITH TENT AND CAR

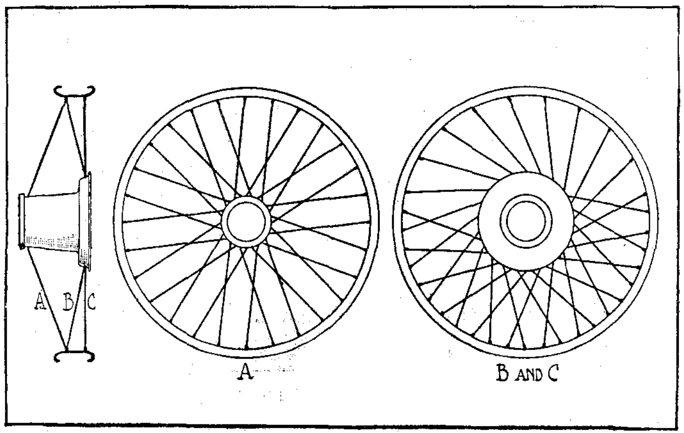

From "Motor."

ROAD THROUGH LAUREL CAÑON, NEAR LOS ANGELES, CAL.

"The vertical section, Fig. 1, shows the arrangement of spokes usually followed. It will be noticed that the outside set of spokes A is considerably dished, while the inner set C lies practically in a vertical plane. There are two reasons for this disposition of the spokes. First, the plane of tread is brought well over the inner end of the hub, thus keeping the wheel track small, and in the case of the front wheels preventing the dangerous strains that would follow on a large overhang of the steering knuckles; and, second, the wheel itself is thereby rendered capable of resisting a great lateral shock. This latter point is brought in Fig. 2. Supposing the lower part of the rim to be subjected to a blow in the direction of the arrow, as when the car is brought up abruptly against the curb, practically the whole of the shock is taken in tension by the outer set of spokes A, the dished position of which renders them peculiarly fitted to receive it. The spokes B and C, owing to their position are incapable of resisting such a blow to any great extent. Their function is almost wholly confined to driving and braking, altho the slightly oblique position of the spokes B also offers resistance to lateral shock in the opposite direction. In automobile driving, however, a blow from the inside is rarely encountered.

"All three sets of spokes radiate tangentially from the hub, but at different degrees corresponding to their respective functions. Thus the outer spokes A depart only slightly from a strictly radial lay-out, Fig. 1, and are not intended therefore to contribute to the drive from hub to rim. The spokes B and C are, on the other hand, arranged tangential to a circle almost as large as the hub flange to which they are attached. By this arrangement half of each set are in the best tensional position to take the driving strains, while the other half, issuing in the opposite direction from the hub, deal in a similar manner with the braking strains. This point is illustrated in the right-hand view, Fig. 1, in which the upper half of the wheel is shown only partially assembled, the spokes issuing in one direction not being shown.

"The strains to which tangential spokes are subjected in practise is indicated in the diagram, Fig. 2. Here, two spokes are shown in the position they occupy in the wheel. When driving the hub in the direction indicated the existing tension of the right-hand spoke is increased by a pull in the direction of the arrow, while the same turning force produces an opposite effect in the case of the other spoke, reducing its tension by the same amount. One of these



From "The Horseless Age."

FIG. 1—CONSTRUCTIONAL DIAGRAMS OF THE TRIPLE-SPOKE WIRE WHEEL, SHOWING LAYOUT OF SPOKES.

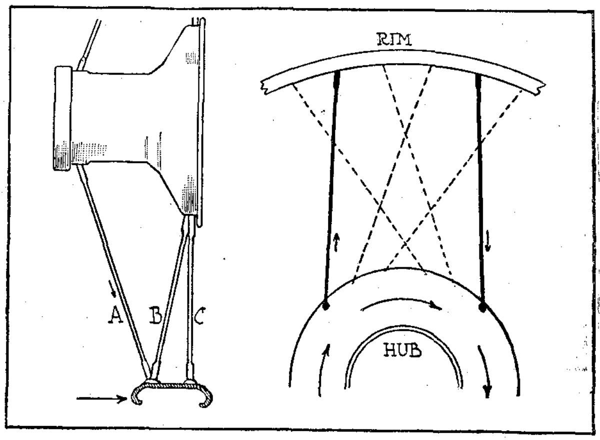
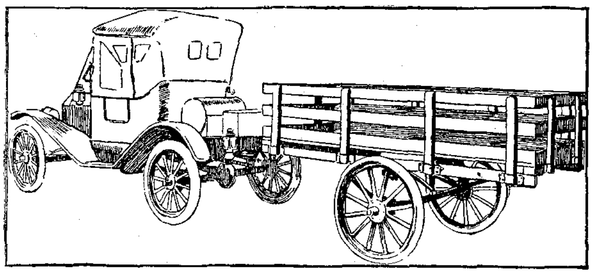


FIG. 2—DIAGRAMS SHOWING THE LATERAL AND TANGENTIAL STRESSES IMPOSED ON WIRE WHEELS.

THE TRIPLE-SPOKE WIRE WHEEL.

spokes transmits the drive and the other offers the necessary resistance to braking strains. The function of each is quite distinct, one of them being out of action at all times."



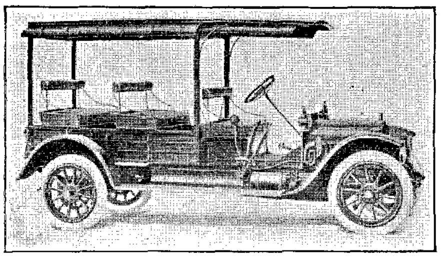
From "Motor Age."

TRAILER ATTACHED TO A SMALL RUNABOUT.

One of the results which may follow the adoption of the wire wheel—indeed one of the influences making for its adoption—is the possibility of transporting with a car an extra wheel of this type, which, in the case of injury to a tire, can be substituted without the annoying delay incident to a change made under the older conditions. It is true that separate extra wheels of the artillery type have been introduced and to some extent used by motorists, but their use "has never assumed any considerable proportions in this country." Among the objections to them have been their appearance and their weight. There has also been some feeling of suspicion as to the possibility of using them conveniently and safely. A writer in *The Automobile* says:

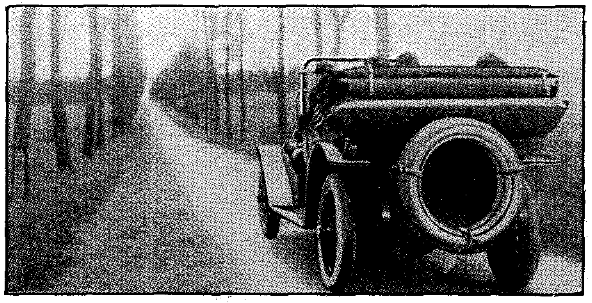
"The question as to whether or not the adoption of the wire wheel will bring about a change of American practise from the demountable rim to the demountable wheel affords ground for interesting speculation. Increased tire economy, resulting from reduced rim weight, is the chief advantage which is claimed for the wire wheel, and the assertion is made, with considerable show of reason, that the use of the demountable rim upon this type of wheel would greatly increase the weight at the rim and in large measure annul the very advantage to secure which the wire wheel is being adopted. There is a suspicion that the use of demountable rims upon artillery wheels has not been particularly advantageous in point of tire economy, because of the greater rim weight resulting from the addition of the demountable parts, and it seems reasonable that the full economic advantage of the wire wheel may not be obtained unless its rim is kept as light as structural considerations permit.

"It will be interesting to observe whether the prestige which the demountable rim possesses and the impetus which it has attained will be sufficient to secure its general adoption upon wheels of the wire type or whether it will generally be discarded in favor of the demountable wire wheel, because the economic advantages of the latter method prove themselves to be of a substantial character."



From "Motor Age."

COMMERCIAL AND PLEASURE VEHICLE COMBINED.



ROAD NEAR AMIENS INCLUDED IN THE COURSE OF THE GRAND PRIZE FRENCH RACE.

ELECTRIC CARS ON THE INSTALMENT PLAN

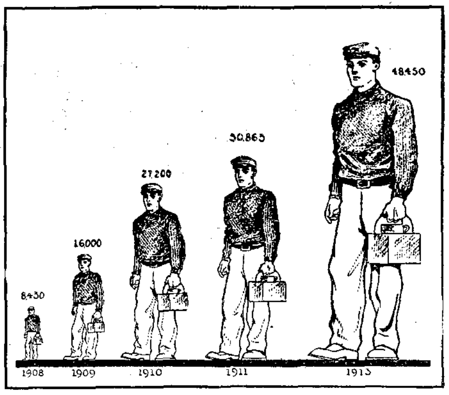
For at least a year past, there has been a growing increase in the use of electric pleasure cars. This has been commonly attributed to improved garages, including an increase in the number of centers from which power could be obtained. Early in the present year, one of the large electric companies in New York voted to appropriate $30,000 in aid of the establishment of an up-to-date garage that could be used exclusively for electric cars, probably one big modern garage will be secured by it and fitted up with the best obtainable apparatus for charging cars. The plans, however, have not yet been fully worked out. Meanwhile, it is announced that one of the largest department stores in New York is making arrangements for the sale of electrics. This house formerly sold gasoline cars, but has given up that branch of its trade and will now introduce electrics instead. The plan includes not only receiving payments outright for cars, but another arrangement outlined as follows by *Motor World:*

"Suppose a man wants a car, but doesn't want to 'plunk out' the whole price in a lump, for any one of a hundred conceivable reasons. Suppose, further, that he doesn't know the difference between a battery and a bulb horn, and doesn't want to. Suppose he is of an indolent disposition and hasn't the slightest desire to do a single thing but drive the car—that he detests bothering with garage arrangements, abhors discussions as to what's the matter with the car, hates being told what it's going to cost to fix things up, and, in short, wants to wash his hands of everything but pushing the levers, turning the wheel—and paying the bills.

"Well, this house will fix all that for him. The automobile department will sell him a car on the easy-payment plan, and will sell with it a year's service—of course, for a proper price. Also, arrangements will be made to house and care for the car in the garage nearest the purchaser's residence, to pay all the garage bills, watch the car and see that it is kept in perfect condition, washed, charged, oiled, and so on, and to attend to repair work. This house will do everything that needs to be done, except actually drive the car—and no doubt the little matter of hiring, training, and installing a driver could be arranged without any particular difficulty. Of course, if a tire blows out on the road, or if the car meets with an accident and is damaged, the house can not be expected to foot the bill; the owner has to do that, for it is outside the service covered by his monthly payments. But he need not be subjected to any of the bother outside of the immediate inconvenience of being held up on the road and having to get home. And perhaps arrangements will even be made whereby the disabled car will be towed home to its garage under the service plan.

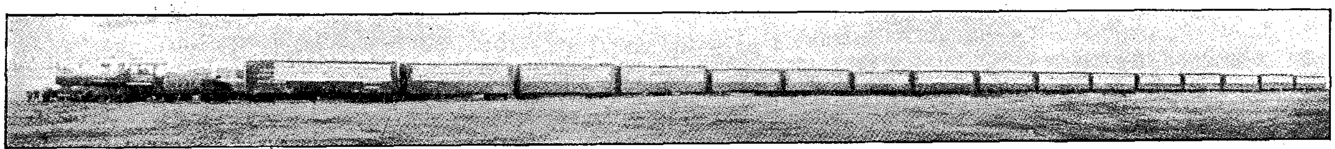
"The store, big as it is, will not be the headquarters for the new campaign, tho of course it will be used as a selling place. A whole floor of the new building, which is being erected in Long Island

(*Continued on page* 1070)



From "The Automobile."

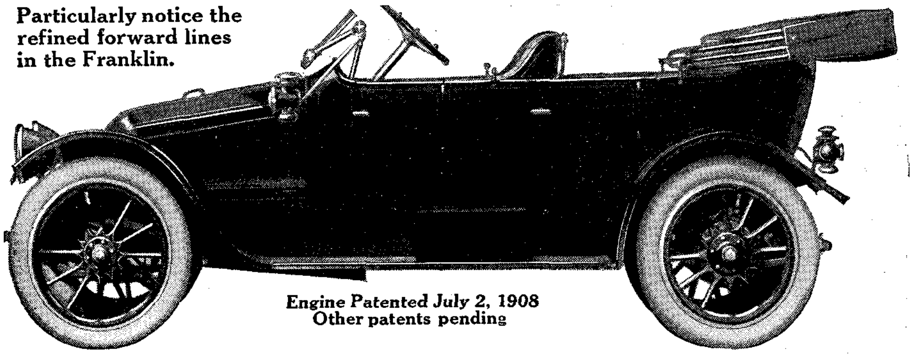
IN DETROIT THE NUMBER OF WAGE EARNERS IN MOTOR FACTORIES HAS INCREASED AS SHOWN ABOVE.



TRAIN LOAD OF ONE MAKE OF CARS THAT RECENTLY LEFT A FACTORY IN DETROIT.

In April manufacturers in Detroit were reported as shipping from 250 to 300 car-loads of automobiles per day. April is the busiest shipping season in the whole year for Detroit manufacturers. The output this year was materially larger than in January or February, but in those months shipments were large—20,000 in January and 25,000 in February. It is believed that the average number of automobiles shipped in each freight car is four. On this basis, the output in April was running as high as 1,000 or perhaps 1,200 cars daily. It is believed that the month will show for Detroit total shipments of between 30,000 and 40,000 machines.

Franklin Balanced Construction Makes Possible This Powerful, Economical "Little Six"



Particularly notice the refined forward lines in the Franklin.

Engine Patented July 2, 1908
Other patents pending

Franklin Little Six "30," a light, medium size 5-passenger car $2900

LOOK where you will in all the highways and byways of the automobile world, you will not find a car that, detail for detail, fact for fact, equals the Franklin "Little Six."

All motor-car authorities agree that the six cylinder engine is the last word on smoothness and flexibility. The Franklin "Little Six" engine is as able in every way, in the light Franklin, as the heavy engines in the heavy cars. It will safely and comfortably travel roads that the average motorist would like to avoid. These are demonstrable facts.

In size the Franklin "Little Six" fits into a special niche. It is made for those who do not want a big, heavy machine with its heavy up-keep expense, but a small and powerful car. It is just large enough. It is just small enough. Your requirements of fine lines, rich upholstery, choice fittings are generously met in every detail.

Franklin Construction is famed for its lightness and strength. This degree of lightness and strength spells long life, safety and highest efficiency. It commands the highest skill and efficiency in the men who produce it. Franklin cars cost enough to assure us and you of the best.

But with Franklin first cost, the Franklin "Little Six" is the cheapest car in its class to own that travels the road today.

Its lightness, 2993 lbs., fully equipped, filled ready for the road, is not due to a diminished size. It is a comfortable five-passenger car.

Franklin lightness comes from "Balanced Construction," a proportional reduction of weight in every part; we have effected economies in weight with actual increases in strength that are astounding. For instance, the Franklin direct-cooled engine and the Franklin frame—where others use heavy, unresilient steel, we use a three-ply laminated wood frame. It costs more than steel. It weighs only half as much. Its use with four full elliptical springs adds a buoyancy to the Franklin that multiplies riding ease both for passengers and *for the engine.* This last means increased engine life and a great decrease in engine troubles.

This construction absorbs road shocks that the average motorist accepts as a necessary evil. We *eliminate* the average kind. They do not reach the body of the car nor the engine. The heavy jolts we reduce to almost nothing.

Franklin light weight, in this "Little Six," plus the Franklin principle of "right-sized" tires (4½ inches) cuts the cost of tire up-keep *squarely in two.* This is an absolute, demonstrable fact. Franklin owners during 1912 reported an average of 10,746 miles per set of tires.

Franklin light weight plus the Franklin direct-cooled engine cuts the cost of fuel expense *squarely in two.* This is another absolute fact. The Franklin holds the record for fuel economy. We have the actual figures.

The Franklin Direct-Cooled Engine

Patented July 2, 1908. Other patents pending.

What is direct cooling? It is sending a steady stream of fresh air directly over and around the cylinders, which does away with the air-cooled water radiator, water pump, jackets, pipe and hose. Into our flywheel is built a sirocco fan. This draws fresh air in at the front of the hood over the cylinders and down through the metal sleeves that surround each cylinder and its radiating fins. When the water in the radiator of a water-cooled motor boils, there is no further check on the heat and the temperature of the cylinders goes up with a rush. The Franklin direct-cooled motor has no water to limit its efficiency. It is the only motor engine that can be consistently used with success in hot climates, sandy and mountainous sections.

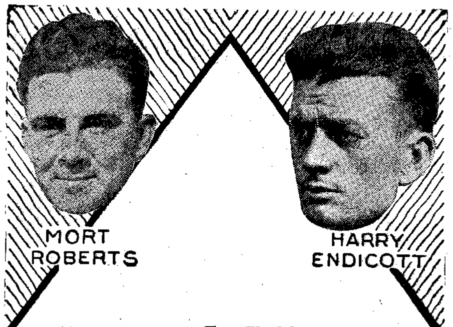
The Fact-Backed Franklin "Little Six" is equipped with the simple, efficient Entz Electric Starting and Lighting System. The Entz Starter makes it impossible for the engine to stall.

Does not this array of facts convince you that it will be worth your while to visit the Franklin dealer in your city? If no Franklin dealer is near you, write for our catalog and full information.

Fact-Backed Franklin Cars are also made as follows:

Franklin Six "38" Five-passenger Touring - -	$3600
Franklin Six "38" Torpedo Phaeton - - -	3600
Franklin Six "38" Seven-passenger Touring - -	3850
Franklin Four "25" Touring - - - -	2000

Franklin Automobile Company 15 Franklin Square Syracuse N Y



Speed Kings of Motordom

praise these lubricants

Mort Roberts: "I was able to win the Pabst Blue Ribbon Trophy Race because of the perfect lubricating qualities of Dixon's Automobile Lubricants."

Harry Endicott: "Dixon's Automobile Lubricants are the best ever. I would not be without them under any circumstances."

These testimonials establish the high quality of Dixon's Graphite Lubricants.

DIXON'S

Graphite Grease No. 677

(For Transmissions and Differentials)

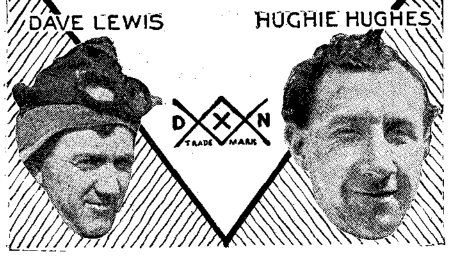
The wonderfully soft, oily flakes of Dixon's Graphite form over the bearing surfaces a durable, almost frictionless, veneer, which prevents metal-to-metal contact. Wear and noise are reduced.

Dave Lewis: "I am thoroughly convinced of the merits of Dixon's Automobile Lubricants and will both use and recommend them in the future."

Hughie Hughes: "I cannot speak too highly of Dixon's Automobile Lubricants. They not only reduce friction to a minimum, but their lasting qualities are remarkable."

For points on good lubrication, read our book No. 247, "Lubricating the Motor." Send name and model of car.

JOSEPH DIXON CRUCIBLE CO.
Established in 1827
Jersey City, New Jersey



MOTOR-CARS

(*Continued from page* 1068)

City for the housing of the various manufacturing processes incident to the carrying on of the big store, will be devoted to the electric pleasure-car business, and there are more or less misty visions of a huge area for the indoor demonstration of the silent-running machines, with little clumps of foliage here and there, like oases in a desert, sheltering dainty tea-tables, where the ladies—and their husbands, if they care to come along—will be taken care of while they are being told about the polished cars flitting about on the floor. For it is almost unnecessary to say that the electric is a vehicle for the fair sex, and it is unlikely that anything that will help to make pleasant the process of introducing prospects to their possible purchases will be neglected. However, the exact details of this part of the plan still are in process of development, and it remains to see what time will bring forth."

THE COMING OF THE CYCLE-CAR

About a year ago a new vehicle called the cycle-car made its appearance in Europe. *The Automobile* declares that it has already been received with so much enthusiasm that the British Isles, parts of Germany, and some other European countries are "motor mad over it." So great has been the use made of it that the phrase "new motoring" has been adopted to indicate a movement which is "infusing new life, not only into motorists themselves, but into many manufacturers." This car is a lightweight machine for two passengers and is of moderate price. It is intended for the man who has $800 to pay for a car, but not enough money to maintain present-day machines with their high consumption of gasoline and heavy tire wear. European owners have always been more particular than Americans about the cost of maintenance, the main reason for this being that with them income is generally more fixt as well as smaller; hence they desire "the lightest car that will meet their requirements, the speediest car, and the cheapest to maintain." It is said that the demand for cycle-cars in England has become so great that many factories during the recent Olympia Show promptly sold out their entire output for 1913. The cycle-car had its beginnings in England, but it soon spread to the Continent. In Germany it met with the warmest kind of a reception. *The Automobile* says further of it:

"The exact status of the cycle-car has been largely dictated by the buying public. It wants a two-passenger car, with a space in the rear of the seat on which packages can be carried if necessary. A small motor is desired, the popular design being a four-cylinder block type, with a gearbox a unit with it. Cylinder dimensions rarely exceed 2.5-inch bore, and 3.5-inch stroke, so that 25 to 30 miles per gallon can be obtained in regular use and speed possibilities of 40 to 50 miles also within reach. The wheel-base averages 86 to 90 inches, tires are generally 28 inches, and carried on light bicycle-type wire wheels.

"All of these cycle-cars are four-wheel designs. There is no demand for a three-wheeler. The farmer and market gardener, who are to-day buying these cycle-cars in large quantities, want a real miniature car. It must have four wheels; it must have a steering wheel, and the body must be along standard lines. The three-wheeler is not meeting with success, altho at one time it was looked upon with favor.

"The side car attachment for motorcycles is not considered because the buyer objects to its general arrangement.

"The present construction of cycle-cars favors a three-speed selective-type gearbox with shaft drive to a bevel-driven rear axle. Once again must be noted the desire for a real miniature car. Belt transmission was advanced by a few makers as a satisfactory system for a cheap car of this nature, but it has not met with ready response, so that few manufacturers are even considering it to-day. Friction drive, which has been taken up by several French concerns, was looked upon as a coming type of cycle-car, but it, too, has failed to meet with acceptance by the buying public. Again, what is needed is the smallest, lightest, most economical, speediest, miniature car that can be marketed at approximately $900.

"This cycle-car movement offers a fruitful field for the American maker who considers the export field. At present there are several European representatives traveling through America in search of agencies for cycle-cars and the first inquiry with all of them is: Why has not the American builder taken up the cycle-car movement?

"While America occupies a unique place in the cheap-car field, there is still much room for the cycle-car movement, which is bound to come, and which when it does come will serve as a feeder to the present low-priced car industry. Cycle-cars will have to be produced in large quantities in order to be sold at a sufficiently low price to compete against regular cars of American build, and should the price of fuel increase in America, buyers will begin to give more consideration to the cost of maintenance and consequently will not object to a fairly high original investment, providing they are assured of good fuel economy and low mechanical maintenance."

When the cycle-car was first exploited in England, it was believed that its influence would be strong in resisting the force of the invasion of American cars. It was believed also to give promise of displacing the noisy motor-cycle. Accounts differ somewhat as to the extent of the success it has enjoyed in England. The American consul at Birmingham, Albert Halstead, has made a report from which the following is taken by *Automobile Topics*:

"The cycle-car, a small motor vehicle that is a cross between a motor-car and a motor-cycle, with more of the features of the latter than the former, but having four wheels, and which was developed largely to meet the competition of the cheaper American automobiles, has not as yet reached the popularity anticipated, altho a great many machines have been sold and are on the roads. At a recent trial of these cycle-cars in the Midlands only 2 out of 20 succeeded in making non-stop runs, only 1 gaining full marks. According to *Motor Cycle* of February 27, this result has evidently caused some prospective purchasers to waver in their opinions concerning the reliability of the cycle-car as a type, but the suggestion is made that it is questionable whether trials should not be confined to roads marked on ordnance maps as second-class roads instead of selecting, as in this case, one freak hill, a by-lane, and a hairpin corner, requiring consummate skill to negotiate without stopping.

"One of the difficulties in connection with running cycle-cars, it is stated, is their tendency to overturn at corners, which is due to their very light weight compared to the speed of which they are capable. It does not appear, at present at least, that these cars would seriously compete with the lower-priced American

(*Continued on page* 1072)

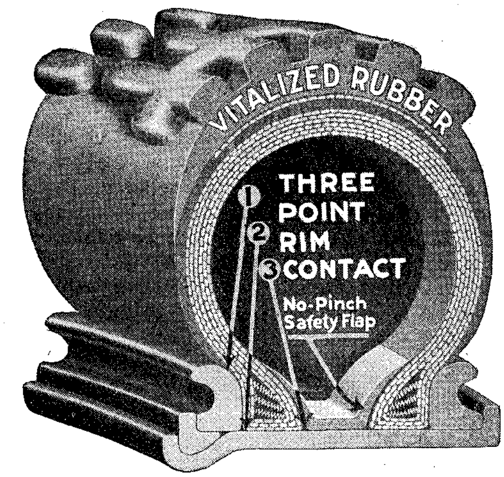
You - as a tire bill payer - now demand a vise-like rim grip - with no cutting or breaking above the rim - and here it is →

It's the *rim* as much as the *road* that wears out your tires.

So we said to our Engineers:

"You must build us a tire with Perfect 3-Point Rim Contact."

They did—and they also added the No-Pinch Safety Flap for inner tube protection in



Then we called in our Chemists and said:

"Tire buyers are demanding a tough, flint-like, but resilient tread—a tire made of lusty young rubber—a tire giving the utmost mileage at no additional expense."

And the answer is

Vitalized Rubber

Diamond {No Clinch} Tires

Perfect 3-Point Rim Contact

Here is a No-Clinch tire that appeals to the hard-headed, shrewd tire buyer—the man who insists on easy riding comfort and a good liberal mileage.

Each point of rim contact in a tire is a point of support. Where the points of rim contact are not perfect, undue pressure is brought to bear at an unsupported point of the tire.

Then what happens? The result is a terrific strain on the tire that results in rim troubles, breaking above the bead and separation of the tread from the carcass.

All this is overcome in the Diamond No-Clinch because the three points of rim contact are absolutely *mechanically perfect*—the annealed steel cable wire bead holds with a vise-like, rim-grip.

Add to this the No-Pinch Safety Flap for inner tube protection, the Vitalized Rubber advantage, the famous Diamond Safety (Squeegee) Tread and you have bought rubber shod mileage that has no equal at any price.

So this time buy Diamond Vitalized Rubber Tires—you can get them to fit your rims at any of the

25,000 Diamond Dealers
always at your Service

Diamond Safety
(Squeegee) Tread for
Automobiles,
Motorcycles, Bicycles

The guarantee on Diamond tires becomes null and void when the tire is used in connection with any substitute for air, or when fitted to rims not bearing one of these inspection stamps or having had its serial number removed in whole or part.

Kellogg's
TOASTED
CORN
FLAKES
W.K.Kellogg

"Loo-ok!"

That's good advice.

Look when you buy corn flakes.

Look for the "Sweetheart of the Corn" on the package that has the sweet hearts of the corn inside—look for this signature

W.K.Kellogg

The original has this signature

These things are worth looking for.

Then when you get home you can look for Kellogg flavor—good with milk as well as cream—and Kellogg freshness that makes everybody like these flakes.

Look!

MOTOR-CARS

(*Continued from page* 1070)

automobiles, and one careful student of motor conditions has suggested that even if the cycle-car should be successful, American manufacturers of the low-priced automobiles which have such popularity in England at present, and have stood up to their work so well, would make and place on the market a little better car than the cycle-car, and selling at the same or a slightly lower price, which would be about $485. It does not appear either as if the cycle-car had seriously interfered with the sale of the motor-cycle with the attractive side cars which are now being offered for sale."

FEBRUARY EXPORTS

Exports of automobiles from this country in February last reached high-water mark. The number of cars which left our shores in that month were valued at $2,839,000. The parts, exclusive of motors and tires, were valued at $468,500. The value of the motors sent out of the country was placed at $253,999; the value of the tires at $276,253, and the automobile leather, $9,922. With these items included, the grand total of parts, tires, leather, etc., was $3,837,246. February, it is to be remembered, was a short month, having only twenty-eight days. The following table gives a comparison of exports to different foreign countries for February this year and February, 1912.

	February—			
	1912		1913	
AUTOMOBILES EXPORTED TO:	Quantities	Values *Dollars*	Quantities	Values *Dollars*
France.......................No.	43	39,221	41	40,222
Germany.....................No.	16	10,088	50	42,605
Italy..........................No.	13	13,500	24	19,392
United Kingdom............No.	664	534,398	431	359,779
Other Europe...............No.	106	81,714	100	91,968
Canada.......................No.	747	774,270	916	1,086,560
Mexico.......................No.	33	44,737	38	86,854
West Indies and Bermuda..No.	29	42,433	42	44,367
South America..............No.	143	211,183	283	304,630
British Oceania.............No.	428	334,831	168	170,771
Asia and other Oceania....No.	119	119,185	199	220,805
Other countries.............No.	62	68,929	179	162,144
Total.....................No.	2,403	2,274,489	2,471	2,630,097
Parts of (not including engines and tires)................	.....	345,965	.....	444,728
Total automobiles, and parts of................	.....	2,620,454	.....	3,074,825

MOTOR FUEL FROM MEXICO

It is believed that Mexico has become newly important as a producer of oil from which gasoline may be made. In the year 1912, oil fields of that country produced 15,200,000 barrels. While some of the Mexican oil is not of refining grade, three at least of the great producing fields are producing large quantities of oil that can be refined. The output last year was about one-sixth of the available output of all the wells in Mexico. A letter from Tampico printed in *The Automobile* contains the following:

"It is claimed that there are enough producing wells capped, owing to the fact that there is not at this time a means of transporting the oil to market, to have brought up the yield for the year to perhaps six times what it was. In proof of this statement it may be cited that two of the wells which afforded, during the year the bulk of the total yield were only permitted to flow a small portion of their capacity and that had these two wells alone been thrown wide open they would have given a total output aggregating, it is said, probably fully 90,000,000 barrels of oil. Of course, this is not taking into consideration the possibility that their flow might have been exhausted had this been done.

"In the Juan Casiano field a company has eight capped wells which have an aggregate capacity, it is pronounced, of more than 16,000 barrels daily. It is now drilling several other wells in that field. This company and another had in storage on January 1, 1913, approximately 7,000,000 barrels of oil. Their contracts during 1912 called for a daily delivery of 30,000 barrels, and the two companies entered the new year with outstanding contracts aggregating 60,000,000 barrels, of which 35,000,000 barrels are for consumption in Mexico and 25,000,000 barrels, for consumption in the United States. The average selling price of the product is 50 cents gold per barrel. During 1912 the sales of these two companies were approximately 8,700,000 barrels, or about 700,000 barrels per month. This is just double the sales of the two companies for the year 1911.

"One company is having constructed and will place in service during the first 6 months of 1913 six oil-tank steamers, two tugs, two barges, and other floating equipment. The cost of providing this fleet of oil-carrying vessels, which will have an aggregate capacity of about 275,000 barrels, will be about $2,000,000. The company has also adopted plans for erecting a refinery at Tampico for the production of naphtha and light gasoline distillate at a cost of about $300,000.

"During the year 1912 another company completed the construction of an additional oil pipe line from Juan Casiano to the loading racks at its deepwater shipping point. It also finished the construction of a private narrow-gage railroad giving the oil field a transportation outlet of this character. It is now constructing a railroad from Cerro San Geronimo to Cerro Azul, and is laying pipe lines from Juan Casiano to Cerro Azul and to Tres Hermanos.

"This company was also active during the year in exploiting other localities and it carried on some small development work in its original field at Ebano, where it has a small refining plant that is devoted chiefly to the production of asphaltum residue that is used largely in street paving in Mexico.

"Several of the large oil-producing and pipe-line concerns of the United States acquired oil land holdings in different districts around Tampico during the year and are actively engaged in the preliminary exploitation of same. Some of these companies have already established lines of vessels between Tampico and ports in the United States and are engaged in the regular business of transporting the crude oil to those foreign markets.

"There were added approximately 300,000 acres to the oil-producing territory in the Tampico region during the year 1912. The gravity of the oil of the different fields is as follows: Ebano, 11 degrees, Baumé; Panuco, 12.5; Caracol, 12.5; Topila, 15; Juan Casiano, 20.5; Potrero del Llano, 20.5; Tanghuijo, 20.5; Furbero, 28; Isthmus of Tehauntepec, 40. Ship-

(*Continued on page* 1074)

Cadillac
Standard of the World

Twenty-five millions of dollars

To this extent the American people have set the seal of approval upon the 1913 Cadillac

This evinces such an overwhelming preference in favor of a single high type of motor car as against any one of more than two hundred other makes that it practically obviates the opportunity for comparison.

It means that more than twelve thousand motor car buyers after a critical analysis have recognized that the elements vitally essential to a real motor car are the dominant characteristics of the Cadillac.

It means that more than twelve thousand motor car buyers after a critical analysis have recognized in the Cadillac:—

A car that is *manufactured* and not merely an assembly of components.
A car whose maker is one of reputation and of stability.
A car whose parts are thoroughly standardized and thoroughly interchangeable.
A car of unsurpassed mechanical accuracy.
A car of dependability and of durability.
A car possessing a factor of safety so liberal that it withstands far more than should reasonably be expected of any car.
A car of luxury, a car of comfort, a car of convenience.
A car of elegance and of refinement.
A car of simple and of easy operation.
A car of minimum depreciation and of maximum value as a used product.
A car with which there is obtainable a real "service," both from the maker and from the dealer.
A car which offers the maximum of efficient service for the maximum time at the minimum cost.
A car which is "different" and which by reason of the "differences" commands a position uniquely its own.
A car whose merit is not confined to one or a limited few "talking points," but rather a car of super-excellence in its entirety.
A car which will uphold in abundant measure the wisdom of those who have honored it with their seals of approval.
A car whose distinctive characteristics are obtainable only in the Cadillac itself.

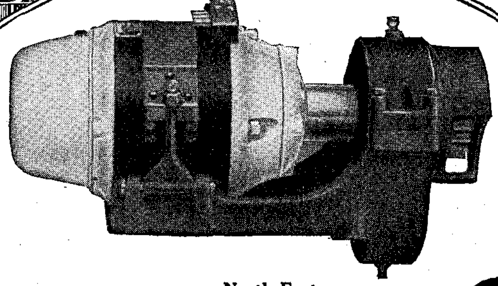
STYLES AND PRICES

Standard Touring Car, five passenger . . . $1975.00

Six passenger car	$2075.00	Torpedo, four passenger . .	$1975.00	Coupe, four passenger . . .	$2500.00
Phaeton, four passenger . .	1975.00	Roadster, two passenger . .	1975.00	Limousine, seven passenger .	3250.00

All prices are F. O. B. Detroit, including top, windshield, demountable rims and full equipment.

Cadillac Motor Car Co. Detroit, Mich.



North East
Motor Generator

North East
Lock Switch

The Noiseless

North East
Starting Switch

North East

Electric Starting and Lighting System

for three years has been solving problems whose importance has never been fully appreciated until now.

Last year, the only questions asked were:—

Will it really crank the engine?
How fast will it spin the engine?

There are a number of self-starters now that will crank most engines, but—

Today the important questions are as follows:—

What is the current demand of the system upon the battery?
How near does it approach the critical speed for starting?
Is it free from troublesome complications and noise?
Is it a simple, integral part of the "power plant"?

Why cumber your car with several machines, adding weight, complications and extra expense for upkeep, when the North East System—a simple, single motor-generator all in one—answers every one of these questions more satisfactorily than any other starting and lighting system, and at a minimum of current consumption and expense?

The North East System cannot be installed on cars now in use. You can secure its advantages, however, by specifying

A North East System for Your New Car

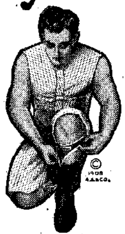
The North East
Electric Company
37 Whitney St.,
ROCHESTER, N. Y.

PARIS GARTERS

It's something you need

No metal can touch you

Look for the name
PARIS
on the back of
the shield



A. Stein & Co., Makers
Chicago and New York

25c-50c

MOTOR-CARS

(*Continued from page* 1072)

ments of oil during the closing months of 1912 from all the oil fields were at the rate of about 1,500,000 barrels per month."

A FLOURISHING MOTOR CLUB

The Treasurer of the Automobile Club of America, according to *The Horseless Age*, has recently made a report showing "a very flourishing financial condition in the club." During the year 1912, there were net earnings of $76,782. This result was achieved, moreover, in conditions which had led to distinct losses in several departments. The club already had a surplus of nearly $400,000; the total surplus now is $473,343. The assets of the club are placed in the report at $807,376; what debts there may be does not appear from the article in *The Horseless Age*. Other items which are named include the following:

"In the income table the garage and supply departments show a net profit of $122,968.07. The machine shop made $3,491.72, and was the only department to be run at a profit. The Bureau of Tours lost $22,552.96, and the club-rooms $12,059.22.

"The club journal, which took in more than $25,000 showed a loss for the year of $264.44. Other items of loss were $1,954.06 on the café, and $3,074.28 on the grill-room. Altho the social features of the club were abandoned or in abeyance for a considerable time, they appear to have cost heavily while they were going.

"Committee expenses of the club amounted to $13,899.52, and office salaries, etc., came to $11,344.17 more. Insurance and other such matters added about $13,240 more to the expenses. Deductions for taxes, depreciation, interest on the bonded debt, etc., came to approximately $70,000. Membership dues were considerable items in the expenditures, amounting to nearly $97,000 in the year.

"The book balance on March 1, 1913, is about $70,000 greater than was the balance of March 1, 1912. As recently announced, the club is looking for new club quarters distinct from its garage."

"MOTOR SPIRIT" AND HORSE-POWER

Among the tests which have been made of "motor spirit," in order to determine its horse-power as compared with gasoline, is one reported last month from North Dakota, where a 40-horse-power tractor engine, when using "motor spirit," showed an increase of 10 per cent. in power. No adjustments were necessary in making the change from gasoline to "motor spirit." *The Automobile* explains in detail this test:

"In a two-cylinder tractor engine rated by the factory at 40 horse-power, 'motor spirit' developed 46.23 horse-power on the brake, while on gasoline, only 41.93 horse-power could be realized. The object of the tests was to determine the relative thermal value of 'motor spirit' as compared with gasoline as fuel for internal-combustion engines; to determine the relative maximum power of gasoline engines using 'motor spirit' and gasoline; to determine the relative consumption of both fuels; to determine the changes and adjustment necessary in gasoline motors and carbureters for 'motor spirits' and the flexibility in power and speed and the ease of starting the motor with 'motor spirit' as compared with gasoline. Also,

(*Continued on page* 1076)

TIMKEN
AXLES & BEARINGS

Twenty Timken Veterans

Having outlived one set of cars, these axles are starting on another 75,000-mile campaign

The twenty cars are gone—literally worn out in the hardest kind of service, that of the taxicab.

Dashing over uneven pavements, around corners, over cobblestones and car tracks—rushing to make a train—out into the suburbs and back—hurry calls at every hour of day and night, where speed might mean life or fortune—

Three long years these cars stood the killing pace and then they were dismissed with the honors of war.

The veteran Timken-Detroit Rear Axles, too, were mustered out—*but they have re-enlisted!*

In all those twenty times 75,000 miles there wasn't a broken gear or Timken Bearing! The axles are in perfect condition!

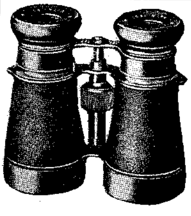
And now their owner, The Walden W. Shaw Livery Company of Chicago, is building twenty new cars, under which these Timken veterans will serve for years to come!

The Shaw Company have been in the taxicab business for five years. They keep accurate records. They *know* values of every part. The first three years Paul H. Geyser, Manager of the Mechanical Department, tried out cabs with various types of axles and bearings. Since then he has used only Timken.

There are big reasons—and mighty interesting stories—back of Timken records of service. You'll find them in the Timken Primers, C-1 "On the Anatomy of Automobile Axles," and C-2 "On the Care and Character of Bearings." Sent free, postpaid, from either address below.

THE TIMKEN-DETROIT AXLE CO.
Detroit, Mich.

THE TIMKEN ROLLER BEARING CO.
Canton. Ohio



Two Glasses in One For Price of One $15

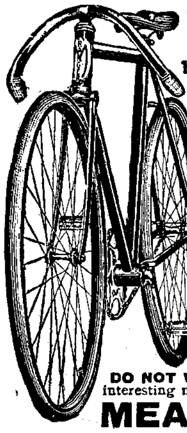
—high and low power—equally good for *day* and *night* use—distant, or near view. ALL the service of several glasses in ONE. One delighted purchaser says of

DA-NITE BINOCULARS

"I am well pleased with them; more than I expected. All the boys here anxious to own a pair."—*Geo. P. Storm, U. S. Army, Fort Liscum, Alaska.*

DA-NITE Binoculars are only half the price of glasses of one power—$15.00, including carrying case and cord. Travelers, Motorists, Sportsmen, Theatre goers—send for FREE Booklet F-1.

McINTIRE, MAGEE & BROWN CO.,
723 Sansom St., Philadelphia



WANTED—RIDER AGENTS IN EACH TOWN and district to ride and exhibit a sample 1913 Model **"Ranger"** bicycle furnished by us. Our agents everywhere are making money fast. *Write at once for full particulars and special offer.*

NO MONEY REQUIRED until you receive and approve of your bicycle. We ship to anyone, anywhere in the U. S. *without a cent deposit* in advance, *prepay freight*, and allow **TEN DAYS' FREE TRIAL** during which time you may ride the bicycle and put it to any test you wish. If you are then not perfectly satisfied or do not wish to keep the bicycle you may ship it back to us at our expense and *you will not be out one cent.*

LOW FACTORY PRICES We furnish the highest grade bicycles it is possible to make at one small profit above actual factory cost. You save $10 to $25 middlemen's profits by buying direct of us and have the manufacturer's guarantee behind your bicycle. **DO NOT BUY a bicycle** or a pair of **tires** from *anyone* at *any price* until you receive our catalogues and learn our unheard of *factory prices* and *remarkable special offer.*

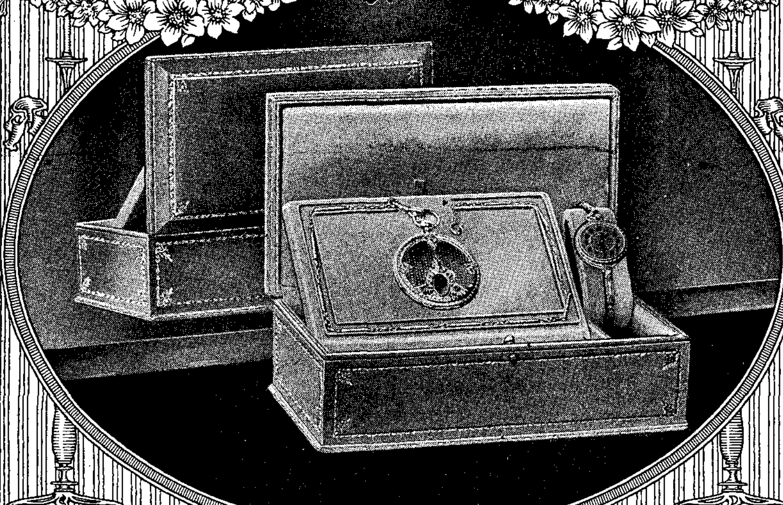
YOU WILL BE ASTONISHED when you receive our beautiful catalogue and study our superb models at the *wonderful low prices* we can make you. We sell the highest grade bicycles at **lower prices** than any other factory. We are satisfied with $1.00 profit above factory cost. **BICYCLE DEALERS,** you can sell our bicycles under your own name plate at double our prices. Orders filled the day received.

SECOND HAND BICYCLES—a limited number taken in trade by our Chicago retail stores will be closed out at once, at **$3 to $8 each.** Descriptive bargain list mailed free.

TIRES, COASTER BRAKE rear wheels, inner tubes, lamps, cyclometers, parts, repairs and everything in the bicycle line at **half usual prices.**

DO NOT WAIT—but write today for our *Large Catalogue* beautifully illustrated and containing a great fund of interesting matter and useful information. It only costs a postal to get everything. **Write it now.**

MEAD CYCLE CO. Dept. S 172 CHICAGO, ILL.



Waltham Watches
As a
Combination Wedding Gift

This Waltham innovation creates a new wedding gift, appealing equally to the Bride and Bridegroom and bestowing on the giver a happy sense of avoiding the commonplace.

These "Bride-and-Groom" sets combine high grade Waltham movements (for ladies and gentlemen) in cases which are identically engraved or enameled. Corresponding spaces are left for the initialing.

Exquisite leather boxes are provided for these combinations as in the photograph above. (The man's watch shown in the illustration is open-face but the back of the case is shown to indicate the engraving).

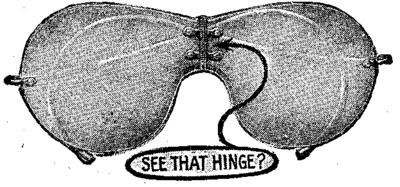
We are offering five of these combinations ranging in price from $100 to $400 for the sets complete.

We believe you will agree with us that no gift to the bride and groom could be more true to sentiment or more permanently welcome than these symmetrical watches.

If your jeweler has not yet secured for display these sets kindly write to us and we will arrange for you to see them without any trouble or obligation on your part, and we will also send you the "Bride-and-Groom" booklet which gives complete information.

For a graduation gift do not forget the supremacy of the Waltham (Riverside) Watch

Waltham Watch Company
Waltham, Mass.


SEE THAT HINGE?

The Autoglas
PATENTED MAY 2ND, 1911

This glass is the only comfortable goggle and only efficient eye protector made.

WITHOUT rims, hinged at the center, it is neat and inconspicuous. Conforms to the contour of the face and at the same time affords absolutely unobstructed vision.

Price, with plain amber lenses, $5.00
Or with wearers correction, $9.00

Any Optician, Sporting Goods or Motor Supply House can equip you. If your dealer hasn't them, write to us. We will see that you get them.
Over 12,000 now in use.

F. A. HARDY & CO.
Department D. CHICAGO, ILL.

RUSTY RIMS OF YOUR TIRES

And make them hard to change. You can prevent rust and rim-cutting — save time, temper and tires with

THOMAS' ANTI-RIM-RUST COATING

Should Be In Every Auto Kit

A new, scientific compound of pure para rubber and graphite for use on rims and rim bolts as a rust preventive and on spring leaves as a perfect lubricant and squeak silencer.

Makes tire changing easier and tire bills smaller. Applied in a minute and dries in five. $1.00 buys a can from your Dealer or direct from us, by Parcel Post — enough to coat eight rims. You need it now—order today.

The Anti-Rust Paint Company
163 South Main St., Akron, Ohio

PREVENT THE RUST PRESERVE THE RUBBER

MOTOR-CARS

(*Continued from page 1074*)

it was intended to discover the effect of the new fuel on the engine in the matter of heating, preignition, carbonization, and fouling of the spark plugs.

"No adjustments were made in the motor in changing from one fuel to the other, and the only necessary adjusting on the Rayfield carbureter was in raising needle valves slightly—about one and three quarter turns and increasing the lift of the needle. The results of the tests follow:

ON GASOLINE

Test No.	R.P.M.	B.H.P.	Time, Minutes
1	487	42.31	10
2	481	42.10	12
3	466	41.37	15
Av.	478	41.93	12

ON MOTOR SPIRIT

Test No.	R.P.M.	B.H.P.	Time, Minutes
1	491	46.48	15
2	491	45.60	15
3	473	46.60	12
Av.	485	46.23	14

"The engine behaved in every way as well when 'motor spirit' was used as fuel; there was no noticeable difference in the running of the engine with the change in fuel after carbureter adjustments were made, except a slight amount of gray smoke from exhaust only occasionally. The comparative flexibility of motor with the different fuels was difficult to determine. The difference was slight, and owing to the cold weather could not be ascertained with any degree of certainty. It was found that the cold weather affected the running of the engine in this respect. The engine when warm started equally well on both fuels, but a cold engine which has been standing outside overnight had to be primed with high-test gasoline.

"This also was the practise when the ordinary gasoline was used in the same engine, so little effort was made to start the cold engine on 'motor spirit.' No difference in the temperature of the cooling water was perceptible with the change of fuels; the temperature was not ascertained accurately for either fuel, but did not exceed 180 deg. Fahrenheit.

"There was no knock or preignition at any time with either fuel. The spark-plugs were removed after the first two tests on gasoline and also after the two tests on 'motor spirit' were made, and it was found that slightly more carbon had accumulated on the plugs during the tests with 'motor spirit.' This was in the form of soft soot and was almost imperceptible after these short tests."

MOTOR VEHICLES IN OHIO

Statistics have been compiled in Ohio to show the number of motor vehicles owned in different counties of the State. Figures are given for gasoline cars and electrics, and with these the total number for both. It appears that in the entire State, 63,117 cars are owned, of which 59,507 are gasoline cars and 3,610 electrics. The county having the largest number is Cuyahoga, in which lies Cleveland, where the total is 11,063. The next highest is Hamilton, in which lies Cincinnati, where the total is 4,352. Several other counties have more than a thousand cars. No county is entirely without a car. The one having the smallest number is Vinton, where the total is twenty. The next smallest is Noble with sixty-one. These figures are printed in the Cleveland *Motorist*.

KEROSENE AS A MOTOR FUEL

At Indianapolis late in April a series of tests of a new carbureter were made by

Motor Age. They included a road run of 225 miles, the fuel being a well-graded kerosene. Other tests were made as to economy and speed with kerosene as fuel. Two grades of kerosene were used and comparisons were drawn with gasoline and motor spirit. *Motor Age* declares that the results obtained " are of utmost importance in that they show how low-grade fuels can be employed successfully in the motor-car industry. They also show that kerosene can be employed in the new carbureter that was used in these tests and without requiring adjustment. The following are some points from a letter from Indianapolis printed in *Motor Age:*

"The new carbureter is arranged so that a large part of the exhaust gas passes around the venturi tube; that is, the pipe that surrounds the spray nozzle is in the path of the exhaust gas. The same car and carbureter were used throughout the tests. The carbureter was Harroun's new design and 1¼-inch size. It is exhaust-jacketed and the primary air is heated, tho the secondary air, which is by far the greater proportion when the motor is running at normal speeds, is not heated. A means is provided for raising and lowering the needle valve by a little lever on the dash. This is not a special feature, as it is a part of the older type of Harroun carbureter.

"The car was a five-passenger touring car, with four-cylinder motor 4 inches bore and 4½ inches stroke, cooled by thermo-syphon water circulation, and fitted with electric cranking and lighting system. On the running board is a small tank which holds two gallons of gasoline. This is connected through a foot valve at the dash to the intake manifold and is used to run the motor until the exhaust warms up the fuel.

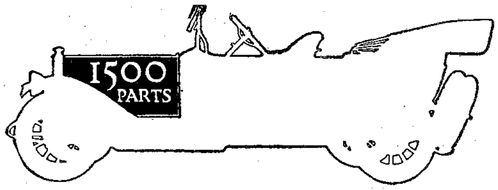
"A road test under average touring conditions was the first event staged. The course was from Chicago to Indianapolis, Ind., by way of Logansport and Kokomo. At the beginning of the test the fuel tank was drained of its contents and filled with kerosene at a garage. This was 44 degrees Baumé gravity oil, the kind that is sold the country over at 10 cents retail. The total distance recorded was 224.2 miles and the consumption of kerosene for the run was 17.25 miles per gallon."

PLAIN COMMON SENSE IN MOTORISTS

The value of good sense which was insisted upon by Descartes as one of the most valuable assets of a human mind is referred to by a writer in *Motor Age* as particularly applicable to motorists. Special reference is made to the French philosopher's remark that " those who travel very slowly may yet make far greater progress, provided they keep always to the straight road, than those who while they run forsake it." In the use of none of man's luxuries is good sense of more value than in the operation of a car, for it means everything that lies between success and failure, between economy and extravagance, between good-will from others and scorn. It is due to a lack of good sense on their part that so many motorists have brought ridicule upon themselves and upon motor-cars in general. The writer says:

"Lack of good sense has brought about a host of antimotoring regulations, many of which have been crowding out other useful measures in our legislatures during the present session. The apparent lack of good sense on the part of a Pennsylvania industry has resulted in certain sections of the State banding together to exorbitantly

Your oil must reach *all* friction points

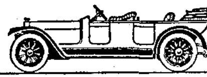


The friction-points in a steam engine are reached with lubricants through special mechanical appliances, and separate oil cups.

In the automobile motor, they are all reached through one lubricating system.

Your car, therefore, requires:

An oil whose "body" or thickness is suited to your feed system—an oil that will properly feed to all the friction points.



Correct Lubrication

SMOOTHEST OPERATION | MOST POWER | FEWEST REPAIRS | LONGEST LIFE

If you use an oil whose "body" is unsuited to your feed requirements, or whose lubricating qualities will not properly withstand the demands of service, you will get one or more of the following results:

(1) Escape of the compression and explosion past the piston rings.

(2) Unlubricated cylinder walls at the upper end of the piston stroke.

(3) Imperfect lubrication of many of the bearings.

(4) Excess carbon deposit. (Due to the oil working too freely past the piston rings and burning in the combustion chamber.)

(5) Excessive oil and fuel consumption.

(6) Worn wrist pins.

(7) Unduly-rapid deterioration in your motor.

(8) Loose bearings.

(9) Noisy operation.

The average motor has 1500 parts. In different motors, these parts differ both in measurement and construction. No one oil can possibly meet the feed requirements of all motors.

To establish a sound guide to correct lubrication we have therefore taken a step of the utmost importance to the motorist.

Each season we carefully analyze the motor of each make of car.

Based on this analysis, and on practical experience, we specify in a lubricating chart, printed in part on the right, the grade of Gargoyle Mobiloil we have found best suited to each of the various models.

This chart represents the professional advice of a company whose authority on scientific lubrication is unquestioned the world over—the Vacuum Oil Company.

If you use oil of less-correct "body" or of lower lubricating quality than that specified for your car, incomplete or inefficient lubrication is certain to follow. Unnecessary friction, and ultimate serious damage must result.

If your car does not appear in the partial chart on this page, we will mail on request a booklet containing our complete chart together with points on lubrication.

Explanation: In the schedule, the letter opposite the car indicates the grade of Gargoyle Mobiloil that should be used. For example: "A" means "Gargoyle Mobiloil A." "Arc." means "Gargoyle Mobiloil Arctic." For all electric vehicles use Gargoyle Mobiloil A. The recommendations cover both pleasure and commercial vehicles unless otherwise noted.

MODEL OF	1909		1910		1911		1912		1913	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Abbott Detroit	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Alco	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
American	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Apperson	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Autocar (2 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (4 cyl.)	A	E	A	E	A	Arc.	A	Arc.	....	....
Avery	....	....	A	E	A	E	A	A	A	A
Benz	A	A	A	A	A	A	A	A	A	A
Buick (2 cyl.)	A	A	A	A	A	A	A	A	A	A
" (4 cyl.)	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Cadillac (1 cyl.)	B	A	....	....	....	....	....	....	....	....
" (4 cyl.)	Arc.	Arc.	Arc.	Arc	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cartercar	A	A	A	E	A	E	A	E	A	E
" Com'l.	A	A	A	E	A	Arc.	A	Arc.	A	Arc.
Case	....	....	....	....	A	A	A	Arc.	A	Arc.
Chalmers	Arc.	Arc.	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Chase	B	B	B	B	B	B	B	B	B	B
Cole	....	....	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Columbia	A	E	E	E	A	A	A	A	....	....
" "Knight"	....	....	....	....	....	....	A	A	A	A
Couple Gear	A	A	A	A	A	A	A	Arc.	A	Arc.
Daimler	A	E	A	E	A	E	A	A	A	A
" "Knight"	....	....	....	....	A	A	A	A	A	A
Darracq	A	E	A	E	A	E	Arc.	Arc.	Arc.	Arc.
De Dion	B	A	B	E	B	A	B	A	B	A
Delaunay-Belleville	B	A	B	A	B	A	B	A	B	A
Elmore	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
E. M. F.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
Fiat	B	A	A	A	B	A	A	A	B	A
Flanders	....	....	E	E	E	E	Arc.	Arc.	....	....
" (6 cyl.)	....	....	....	....	....	....	....	....	Arc.	Arc.
Ford	E	E	A	Arc.	E	E	E	E	E	E
Franklin	B	E	B	Arc.	A	Arc.	A	Arc.	A	Arc.
" Com'l.	B	A	B	A	B	A	A	Arc.	A	Arc.
G. M. C.	....	....	....	....	....	....	Arc.	Arc.	A	Arc.
Gramm	....	....	....	....	A	Arc.	A	Arc.	A	Arc.
Gramm-Logan	A	Arc.	A	Arc.	....	....	....	....	....	....
Herreshoff	A	A	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Hewitt (2 cyl.)	A	A	A	A	A	Arc.	....	....	....	....
" (4 cyl.)	A	E	A	E	A	Arc.	E	E	E	E
Hudson	....	....	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Hupmobile "20"	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" "32"	....	....	....	....	....	....	....	....	A	Arc.
I. H. C. (air)	....	....	....	....	....	....	....	....	B	A
" (water)	....	....	....	....	....	....	....	....	A	A
International	B	A	B	A	B	B	B	A	....	....
Interstate	A	E	A	E	A	Arc.	A	Arc.	A	Arc.
Isotta	A	A	A	A	A	A	A	A	A	A
Itala	A	A	A	A	A	A	A	A	A	A
Jackson (2 cyl.)	A	A	A	A	....	....	....	....	....	....
" (4 cyl.)	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Kelly	....	....	....	....	Arc.	Arc.	Arc.	Arc.	....	....
Kelly Springfield	....	....	....	....	....	....	....	....	Arc.	Arc.
Kissel-Kar	A	E	A	E	A	Arc.	A	Arc.	A	Arc.
" " Com'l.	....	....	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Kline Kar	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Knox	B	A	B	A	B	A	B	A	B	A
Krit	....	....	A	A	A	A	A	A	A	A
Lancia	B	A	B	A	B	Arc.	B	Arc.	B	Arc.
Locomobile	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Lozier	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Mack	A	E	A	E	A	E	E	E	E	E
Marion	A	E	A	E	A	E	A	Arc.	A	Arc.
Marmon	Arc.	Arc.	A	E	A	Arc.	A	Arc.	A	Arc.
Matheson	Arc.	Arc.	Arc.	Arc.	A	A	A	Arc.	A	Arc.
Maxwell (2 cyl.)	E	E	E	E	E	E	E	E	....	....
" (4 cyl.)	E	E	E	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (6 cyl.)	....	....	....	....	....	....	....	....	Arc.	Arc.
Mercedes	A	E	A	E	A	E	A	E	A	E
" "Knight"	....	....	....	....	A	A	A	A	A	A
Mercer	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Michigan	....	....	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Minerva "Knight"	....	....	....	....	A	A	A	A	A	A
Mitchell	A	A	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Moon	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
National	A	Arc.	A	A	A	A	A	A	A	A
Oakland	A	E	A	E	A	Arc.	A	Arc.	A	Arc.
Oldsmobile	A	E	A	E	A	Arc.	A	Arc.	Arc.	Arc.
Overland	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Packard	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Paige Detroit	....	....	E	E	A	Arc.	A	E	A	B
Panhard	A	E	A	E	A	E	A	Arc.	A	Arc.
" "Knight"	....	....	....	....	A	A	A	A	A	A
Pathfinder	....	....	....	....	....	....	....	....	A	Arc.
Peerless	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pierce Arrow	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
" " Com'l.	....	....	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pope Hartford	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Premier	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Pullman	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Rambler	A	A	A	A	A	Arc.	Arc.	Arc.	Arc.	Arc.
Rapid	A	A	A	A	A	Arc.	Arc.	Arc.	....	....
Rayfield	....	....	....	....	....	....	A	A	A	A
Regal	A	E	A	E	A	Arc.	Arc.	Arc.	Arc.	Arc.
Renault	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Reo	A	A	A	E	A	Arc.	A	Arc.	A	Arc.
S. G. V.	....	....	....	....	B	Arc.	B	Arc.	B	Arc.
Selden	A	E	A	E	A	E	Arc.	Arc.	Arc.	Arc.
Service	....	....	....	....	A	A	A	Arc.	A	Arc.
Simplex	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Speedwell	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
" "Mead"	....	....	....	....	....	....	....	....	A	Arc.
Stanley	D	D	D	D	D	D	D	D	D	D
Stearns	A	A	Arc.	Arc.	A	Arc.	A	Arc.	....	....
" "Knight"	....	....	....	....	....	....	A	A	A	A
Stevens Duryea	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Stoddard-Dayton	E	E	Arc.	Arc.	A	A	A	A	A	A
" " "Knight"	....	....	....	....	....	....	A	A	A	A
Studebaker	A	E	E	E	A	Arc.	Arc.	Arc.	A	Arc.
Stutz	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Thomas	E	E	E	E	E	E	A	E	....	....
Walter	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Warren Detroit	....	....	Arc.	Arc.	A	A	A	A	A	Arc.
White (Gas)	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (Steam)	D	D	D	D	D	D	D	D	D	D
Winton	E	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.

GARGOYLE

Mobiloil

A grade for each type of motor

The various grades, refined and filtered to remove free carbon, are:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "D"
Gargoyle Mobiloil "E"
Gargoyle Mobiloil "Arctic"

They are put up in 1 and 5 gallon ***sealed cans,*** in half-barrels and barrels. ***All are branded with the Gargoyle, which is our mark of manufacture.*** They can be secured from all reliable garages, automobile supply store, and others who supply lubricants.

VACUUM OIL CO., Rochester, U. S. A.

BRANCHES:
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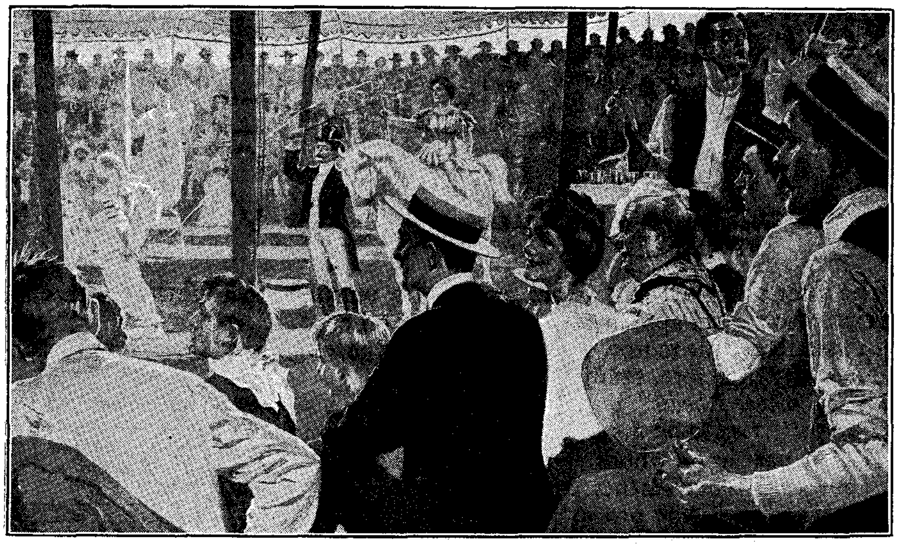
PHILADELPHIA 4th & Chestnut Sts.
INDIANAPOLIS Indiana Pythian Bldg.

Distributing warehouses in the principal cities of the world



"Gee! I'm Glad I Have On B. V. D."

That's what the cool, comfortable, *coated* man is thinking, while the cross, comfortless, *coatless* ones are eyeing him enviously. Don't *you* be caught without B. V. D. when warm days "put you on the griddle." B. V. D. weather is *here*—B. V. D. is sold *everywhere.*

To get *genuine* B. V. D. get a good look at the *label.* On every B. V. D. undergarment is sewed

This Red Woven Label

MADE FOR THE
B.V.D.
BEST RETAIL TRADE

(*Trade Mark Reg. U.S. Pat. Off. and Foreign Countries.*)

B. V. D. Coat Cut Undershirts and Knee Length Drawers, 50c., 75c., $1.00 and $1.50 the garment.

B. V. D. Union Suits (Pat. U. S. A. 4-30-07.) $1.00, $1.50, $2.00, $3.00 and $5.00 the suit.

The B. V. D. Company,
New York.

London Selling Agency:
66, Aldermanbury, E. C.

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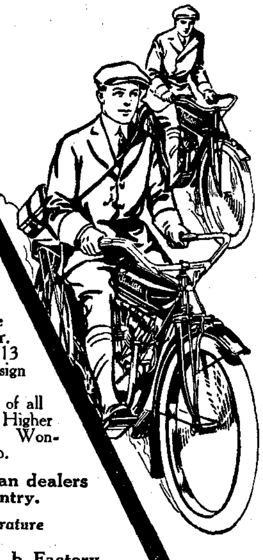
New and old motorcyclists will appreciate the COMFORT features of the 1913

Indian Motocycle



The roughest road seems smooth—because the new **Cradle Spring Frame** completely absorbs all shocks. No jarring, jolting or vibration. Only motorcycle with the automobile system of spring suspension. Complete abolition of the old spring devices.

The addition of **Foot Boards** is another comfort feature. Choice of two comfortable positions with separate brake controls. Pedals may be used merely for starting the motor. 11 new features and 29 minor refinements make the 1913 **INDIAN** more than ever a big leader in motorcycle design and construction.

Most popular motorcycle for touring. Nearly 40% of all motorcycles in America today are **INDIANS.** Higher second hand valuation than any other motorcycle. Wonderfully economical in gasoline and general upkeep.

Free demonstration at over 2,000 Indian dealers establishments throughout the country.

Write for 1913 Free Descriptive Literature

Prices { 4 H. P. Single, $200 / 7 H. P. Twin, $250 } f. o. b. Factory

THE HENDEE MANUFACTURING CO.
919 State St., Springfield, Mass.
(*Largest Motorcycle Manufacturers in the World*)
Branch and Service Stations:
Chicago, Denver, San Francisco, Atlanta, Toronto, London

increase registration fees for the supposed maintenance of good roads, altho the State has not the power at present to appropriate any such funds for such a purpose. Here is a very apparent lack of good sense by both parties.

"The motorists of other States are continually setting at naught rational road regulations, that is, the more reckless class, and every time accidents result because of such lack of good sense vigor is added to the antimotoring ranks. Every time a motorist, lacking good sense, endeavors to escape from the scene of an accident in which he has played the major part, an unnecessary load is placed on all other motorists; and every time the remaining good motorists fail to ally themselves with the authorities in the punishment of such creatures, there is a lack of that good sense which an industry so young as the motor one requires.

"There are many other examples of the lack of good sense in the motoring ranks. It is only of late that the good-sense motorists have insisted on uniform hotel rates to take the place of the raised prices that constituted the rule whenever a motoring party registered. The motorists were themselves to blame. At the first they rather enjoyed the higher prices; there was an air of exclusiveness connected with it; they imagined, Pharisee-like, that they were not as other men. This was satisfactory at the start, but when conditions went from bad to worse they realized the sum they had to pay for their whistle. They started objecting and displaying good sense; many of them have been objecting ever since."

But it is not alone owners and drivers of cars that need a larger stock of good sense, but makers and sellers as well. The writer proceeds:

"Not a few of our manufacturers have been deplorably lacking in that good sense which Descartes sought so unceasingly to obtain. The American motor industry was largely an industry of imitation; in fact, it is largely so to-day. Imitation rarely shows that desired good sense which Descartes sought. Our makers imitated without studying environments. They reasoned what would do in one place would do equally well in another. They all went together. When they wanted more horse-power they made larger cylinders, or added more of them. To-day they find they have too much horse-power, and the trimming process has begun. Had these makers started out consistently to analyze the field and the industry rather than imitate, they would not to-day be confronted with the problems with which they are face to face. Had they studied individually, their travel might have been very slow, but yet their progress would have been greater 'than those who while they run forsake the straight road.' The history of the motor industry contains many examples of running and forsaking the straight road. A few years ago the pages of history were replete with such. It was a case of face east in 1907, face west in 1908, face north in 1909, and face south in 1910, sowing to the four winds and expecting to reap a satisfactory harvest.

"Glance at the history of one or two European concerns that have shown the rare good sense that Descartes pedestalled. Their progress was slow, but along a definite line. A few years ago they were not making as much money as some other concerns, but to-day while other companies are curtailing outputs and using other exigency methods, these good-sense companies are going steadily on, traveling slowly but always keeping to the straight road and reaping the harvest that must follow such effort, while rival concerns with perhaps brighter minds but susceptible to aberrations have operated at higher speeds but not in a definite direction."

LIGHT HOUSE-DELIVERY WAGONS

A writer in *The Commercial Vehicle* presents the results of an inquiry as to the time required to deliver small packages under typical conditions by light gasoline motor vehicles. His statements are based on operations in suburban towns, one of these being Newark. New York is not regarded as a typical field. Some of the points contained in the writer's articles are given below:

"Both gasoline and electric vehicles are used for this kind of delivery, and several firms who have had considerable experience with motor-trucks have been known to state that the light gasoline vehicle is not suited to house-to-house delivery except where the runs from stop to stop are long. They claim that the electric vehicle operates most economically in house-to-house work where the average number of stops per mile is high and the day's mileage is small. In deciding this question, one of the most important factors is the length of the stop. Altho the mileage that the truck is to cover may be estimated, it can not be correctly estimated nor a true delivery route laid out without taking into consideration the number of stops, the length of each stop, the average amount of time required to deliver one package—either a C.O.D. or a paid or charge delivery—and the average number of packages delivered per stop.

"In order to find just what the length of time of a delivery stop was, trips have been taken with horse-drawn, electric, and light gasoline vehicles engaged in house-to-house delivery. The average length of a stop for the delivery with the horse-drawn wagon was 1.5 minutes. On the other hand, the average amount of time required for a delivery with the two electric wagons was 7 minutes for the parcel vehicle and 5 minutes for the bulk truck.

"The length of time required for the stop has nothing to do with the operation of the vehicle itself. If either of the electric vehicles had been operating on the route that was covered by the horse-drawn wagon the length of time of the stop would have remained the same. Nor could the use of a horse wagon on the route covered by the electric cars change the length of the stop. For the deliveries from the horse wagon were made at the ground floors of private houses while the deliveries from both of the electrics were made in a different section of the city in apartment-houses, where the boy had to climb several flights of stairs or wait for a dumb-waiter or a slow-moving freight elevator.

"In New York City alone are these apartment-house deliveries to be found. The ground-floor delivery in private-house work is more typical of conditions in other towns and cities.

"In order to discover the average and actual amount of time required for delivery in conditions more truly typical trips were taken with two light vehicles making house-to-house deliveries in suburban New Jersey, and also with a light gasoline vehicle making similar deliveries in the suburban districts of Long Island. Tabulations were made covering the number of stops, the number of deliveries—whether there were one or more houses called at from the one stop—the number of packages, that the driver or boy had to collect for, the length of the stop in minutes, and the time record.

"Nine Autocar 3,000-pound capacity vehicles fitted with pneumatic tires are used by a firm in Newark, N. J., to deliver dry-goods throughout the suburbs of New Jersey. Horse-drawn vehicles are used for the local deliveries, and as these vehicles have to make two trips each day, they are loaded first each morning. The

ESTABLISHED 1844
HENRY
LIKLY
TRUNK MAKERS
ROCHESTER, N.Y.

Face this fact fairly. Clap-trap luggage doesn't pay. It never did and never will. The bump-bump your trunks get from the porter, express man and train-hand means short life unless every part is durable.

For 69 years we have produced luggage that asks no favors of the luggage-man. Family pride keeps quality in all our products.

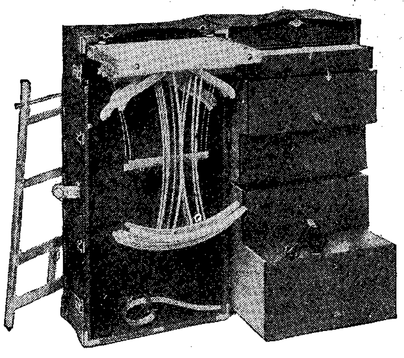
"Likly" Luggage lives to a ripe old age.

"No Wrinkles" is the motto of all "Likly" Wardrobe Trunks. This midget model is a husky little brother.

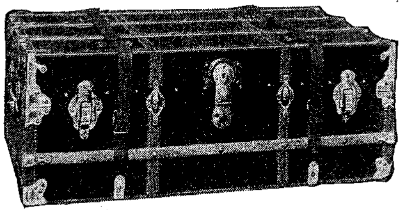
Its interior is unusually simple. The "Likly" Single Strap Follower (patented) keeps everything in place. No interfering dewdangles—you can get the fifth garment just as easily as the first.

The foundation box is of three-ply basswood veneer—light and tough. Covering is of the heaviest duck. First it's given three coats of paint, then two coats of carriage varnish. Bound with rawhide. Wardrobe side is lined with green fabric leather. Drawers are lined with Irish linen. Prices $80.00 to $97.50. (Add $5 to these prices west of the Mississippi.)

Our catalog shows 100 other "Likly" Wardrobes to select from. Sent on request.



(No. 681 Wardrobe Trunk)

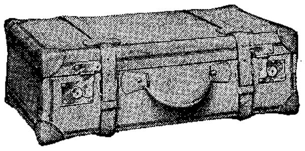


(No. 6 Steamer Trunk)

Roughing it with flying colors is easy work for this "Likly" Steamer Trunk.

It is chock full of "Likly" quality. Has vulcanized hard fibre binding and centre bands. Stout, sure corner caps and bottom protectors. All the rivets are hand driven. Prices $16.50 to $20.50. (Add $2.50 to these prices west of the Mississippi.)

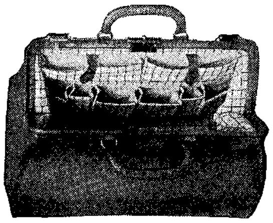
Over 40 other "Likly" steamer trunks are described in our catalog. Sent on request.



(No. 132 Suit Case)

This suit case is a collection of "extras." It is extra deep, extra strong, extra handsome.

Notice the way the handle is attached. The heavy corners are *sewed* on. There are light set-in basswood ends. Comes in several leathers. Lined in either cloth or leather. Guaranteed for five years. Prices $16.50 to $29.00.



(No. 260 Overnight Bag)

This "Likly" Overnight Bag makes a specialty of short trips. Slip one under your berth next time. Its frame is hand-sewed. Has plaid lining. Guaranteed for five years. Six leathers to choose from.

Probably the most popular bag ever designed. You won't wonder why when you own one. Prices $17.50 to $27.50.

If you've any travel in mind, you ought to send for one of our 128-page catalogs. It describes in detail the most varied line of luggage made today. And we'll tell you where to see "Likly" Luggage in your town.

HENRY LIKLY & COMPANY
Rochester, N. Y.

"LIKLY" LUGGAGE
Asks no favors of the baggage man

The DUTCH PIONEERS of NEW AMSTERDAM

The UNITED STATES GOVERNMENT, through the Census Bureau, has proclaimed

The ANGELUS
The PIONEER
PLAYER-PIANO

"In 1895, Messrs. Wilcox & White, of Meriden, Conn., began manufacturing an interior attachment, and in February, 1897, built their first '*Angelus*,' a cabinet piano player. This instrument, the invention of E. H. White, may be regarded as *the pioneer of the various similar attachments that have since been placed on the market.*" From the Official Census Report.

This leadership of the Angelus has been maintained by the possession of exclusive features absolutely essential to the playing and enjoyment of real music, including the wonderful

PHRASING LEVER
(Patented)

By the mere pressure of one finger on this marvelous device you can play any piece of music ever written and impart to it every desired delicacy of shading. Thus the Angelus is not only the pioneer, but the simplest of all Player-pianos.

Other exclusive Angelus features are the Melodant—which gives distinctiveness to the Melody; the Sustaining Pedal device, the Graduated Accompaniment and the Melody Buttons.

Knabe-Angelus Grands and Uprights **Emerson-Angelus Grands and Uprights**

Angelus-Piano—An upright built expressly for the Angelus
In Canada—The Gourlay Angelus and Angelus Piano

Any of these instruments can be played by hand in the usual manner

THE WILCOX & WHITE CO.
Business Established 1877 **MERIDEN, CONN.**
233 Regent St., LONDON
Agencies All Over the World

FIRST MORTGAGES ON IMPROVED FARMS ARE SAFE and yield 6% and 6½% **NET**
We collect and remit interest in N. Y. exchange without charge. Write for lists of mortgages and full details
THE DEVEREAUX MORTGAGE COMPANY
1017 Spalding Building, Portland, Oregon

Memorial Tablets
Designs and Estimates Furnished
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Write for our illustrated booklet, Free.

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IT GROWS WITH YOUR LIBRARY
SECTIONAL BOOKCASE

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Endorsed "The Best" by Over 50,000 Users

Made under our own patents, in our own factory, and the entire production sold direct to the home and office. In buying direct from factory **you save at least 30 per cent.** and are always sure of obtaining new and not shopworn articles. You can buy any number of sections to start—as few or as many as desired—and add sections from time to time; thus your bookcase grows with your library. The Lundstrom Sectional Bookcases have no metal bands, nor any of the objectionable features of other makes. They have non-binding, disappearing glass doors, and are made in several different styles, and in grades from Plain Oak to Genuine Mahogany. Write for our new catalog No. 23.

THE C. J. LUNDSTROM MFG. CO., Little Falls, N. Y.
Manufacturers of Sectional Bookcases and Filing Cabinets
Branch Office: Flatiron Building, New York City

On Approval-Freight Paid

light gasoline cars are due at the store at 8 o'clock for their loads; the helpers, arriving at 7.30 o'clock, sort the loads according to towns and stops, and loading is begun at the minute the truck arrives. These trucks carry both bulk and parcel goods, and to keep them separate a wooden screen is placed amidships of the body. Otherwise the jolting of the vehicle when on the road would cause the bulk to be shaken in with the parcels, necessitating frequent sorting. The bulk is loaded from the back of the truck and is usually put on the wagon first, the parcels being loaded from the front, over the seat."

A table is printed, giving "a complete record of the first day spent in house-to-house delivery" by a light gasoline wagon in neighborhoods suburban to Newark. It shows total deliveries of 72; total packages delivered, 115; total c. o. d. deliveries, 63; actual running time from first stop to return to Newark, 1 hour and 32 minutes; average amount of time per package delivered, based on time of stop, 1.4 minutes; eliminating lunch time, average amount of time per delivery, 2.5 minutes; approximate mileage for the day, 25 miles, based on running time. Following is the table giving details:

Stop	Deliveries	Number of Packages	C.O.D.	Time of Stop	Time
Hilton					
1	1	1	. . .	:1.5	9:26
2	1	1	1	:2	9:27
3	2	5	5	:3	9.30
4	1	1	1	:2	9:34
5	1	1	. . .	:1	9:37
6	1	1	1	:1.2	9:38.5
7	1	1	1	:0.5	9:41
8	1	3	1	:3	9:42
9	1	1	1	:1	9:46
Maplewood					
10	Call	. . . .	. . .	:2.5	9:49.5
11	1	2	. . .	:1	9:52.5
12	1	1	1	:3	9:55
Hilton					
13	1	5	5	:5.5	9:57.5
14	3	6	5	:2	10:03
Unionville					
15	1	1	1	:1	10:09
Maplewood					
16	1	1	1	:1.5	10:16
17	1	1	. . .	:0.5	10:20
18	1	1	. . .	:0.5	10.23
19	2	2	. . .	:0.5	10:25
20	5	7-Call	2	:7	10:28
21	1	2	2	:2	10:37
22	1	2	2	:2	10:41
23	1	1	. . .	:1	10:44
24	1	2	. . .	:1	10:46
25	1	1	. . .	:1	10:48
26	1	1	1	:1	10:51
27	8-Call	15	5	:7	10:52
30	1	1	1	:1	11:04
31	1	1	1	:0.5	11:06
32	1	1	. . .	:3.5	11:10
33	1	4	. . .	:2.5	11:14.5
34	4	4	3	:46	11:17
35	1	1	1	:1	12:04
36	1	1	. . .	:1	12:07
Wyoming					
37	1	3	3	:4.5	12:09.5
39	1	4	2	:7	12:14
40	1	1	. . .	:1	12:22
41	2	6	6	:10	12:24
42	1	2	2	:1	12:35
43	1	1	. . .	. . . . .	12:37
44	1	1	. . .	:1	12:40
Milburn					
45	Lunch	. . . .	. . .	:46	12:44
46	1	2	1	:3	1:31
47	1	1	1	:2	1:36
Short Hills					
49	1	1	. . .	:1	1:45
Springfield					
50	1	1	. . .	:1	1:51
51	1	1	. . .	:1	1:53
52	1	1	1	:2	1:58.5
Union					
53	1	2	. . .	:1	2:12
54	1	1	1	:1	2:5
55	1	4	. . .	:1	2:20
56	1	1	1	:1	2:23
57	1	1	1	:3	2:25
58	1	1	1	:1	2:31
Kenilworth					
59	1	1	1	:4	2:44
Return Trip					

RAPID GROWTH OF THE TRUCK INDUSTRY

The April reports from the motor industry indicated notable acceleration in its growth. One estimate is that the year's production will show a total of nearly $100,000,000 in value. The total last year was less than half that—$42,942,828. What is still more significant is the fact that the value of the trucks produced in 1911 was only $22,292,000, and the value of those produced in all previous years only $22,485,000. From this it appears that the output this year of trucks valued at nearly $100,000,000, means a larger production in this one year than in all previous years since the industry began. Commenting further on aspects of the industry, the New York *Evening Post* says:

"Analysis of the reports shows that the largest and most rapid increases in numbers have been made in the 1,000, 1,500, 3,000, 4,000, 6,000, and 10,000-pound capacities in gasoline vehicles, and in the 1,000, 2,000, 4,000, and 7,000-pound sizes in electric vehicles.

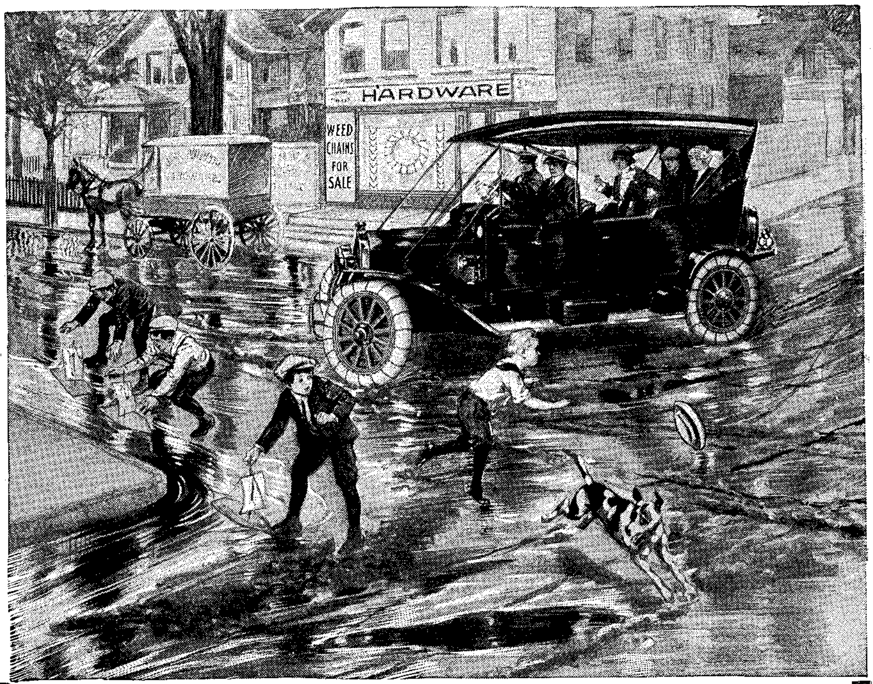
"There has been a notable tendency to change models, particularly among the gasoline-vehicle makers. Taking account only of companies making full reports for both years, 1912 and 1913, it is found that 35 models have been dropt by the gas-car makers and 44 new models added, while the electric-vehicle makers have dropt 12 models and added 5. The changes are most pronounced in the 2,500, 3,000, 5,000, 7,000, 8,000, and 12,000-pound sizes in gasoline vehicles, and in the 1,500, 2,000, 3,000, and 7,000-pound capacities in electrics.

"The mean average price of all the commercial vehicles produced in 1912 was $1,957.37; that of the gasoline cars $1,868.95, and of the electric vehicles $2,465.18. In 1911 the average value of all gas trucks sold appeared from the records to be $2,079.16, and for all preceding years combined was $1,955.70, while in 1911 the average price of all electrics reported was $2,759.66, and for all preceding years was $3,369.72.

"Fluctuations in prices of the various sizes of both gas and electric vehicles over a period of years show that the prices of the 1,500, 3,000, 4,000, 8,000 and 10,000-pound sizes of gas vehicles have decreased materially, while the prices of the 2,000 and 6,000-pound sizes have increased notably. In electric vehicles the average prices of the 1,000, 2,000, 4,000, 8,000, and 10,000-pound sizes have been reduced, while in the 1,500, 3,000, 7,000, and 11,000-pound sizes they have increased."

By the end of this year it is believed in some quarters that more than 100,000 commercial vehicles will have been produced in this country. The production for 1912 was 24,133 complete trucks. It is predicted, as the result of a canvass among manufacturers, that the output this year will reach 56,744. Further items on this subject are contained in an article in *Automobile Topics:*

"The total output of commercial vehicles of all kinds and types reported for the year 1912 by 170 companies was 21,939, as compared with a total of 10,655 reported for the year 1911 by 85 companies, and 10,374 reported for all preceding years combined up to the end of 1910 by the same 85 companies. It is believed these companies represented about 75 per cent. of the total production of the country, while the 170 companies reporting for 1912 and 1913 probably represent about 90 per cent. of the total output.



Saved!

Weed Tire Chains enable you to safely make sharp turns and quick stops when a momentary loss of control means loss of life.

The above picture illustrates one of the numerous situations in which you may be placed during bad road weather—when suddenly someone appears directly in your path and in a fraction of a second you must make a sharp turn and apply the brakes. It is then you require a firm unfailing grip on the road which can only be obtained by equipping *all* tires with

Weed Anti-Skid Chains

The Only Device That Absolutely Prevents Skidding

No matter how expert and careful you are when driving on wet pavements and muddy roads the *treacherous bare tires are a handicap that defeats your very best efforts to prevent a skid.* This is unanimously conceded by famous motorists who are recognized as authorities in motordom. For instance, **Fred J. Wagner, the Official Starter in all big motor races, said in a recent issue of "House Beautiful:"**

"Chains, according to nearly every motorist, are superior to any other form of non-skidding devices. I have seen substitutes for chains skid, and skid badly, too, when traction was vitally important to keep the car out of a ditch. There is no such thing as a "non-skidding" tire. Ask any legitimate manufacturer and he will admit that no matter what sort of a tread the casing may have, it will slip to some extent when the road surface is covered with slippery mud or slime. What can be claimed however, for certain treads is that they skid a deal less than ordinary smooth treads."

The memory of one accident deters future enjoyment in the use of a car. Why run the risk of such accidents and why forfeit the pleasures of motoring *forever after, when safety can surely be yours by equipping all four tires with WEED CHAINS?*

WEED CHAINS cannot injure tires because "they creep." Easily put on in a jiffy without the use of a jack or other tools. Directions packed with every pair.

At all dealers selling Auto Supplies

WEED CHAIN TIRE GRIP CO., New York

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Manufactured in Canada by
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"Well displayed is half sold"

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Have you ever considered what better light would mean to your business?

You know the places you like to go to best; the places where you feel most like buying. They are the best lighted places.

Your customers feel the same way. Besides, better light means more efficient, profitable work by every employé.

Alba Shades, Globes and Lighting Fixtures

give the best light for business places—bright, without either glare or deep shadow; handsome, but efficient; accurately directed; economical.

Would you not like to know more about them?

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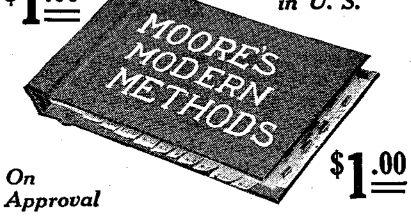

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"By adding to the totals reported in each case estimated productions to account for the unreported balance of the industry, the following totals have been compiled; the total productions up to the end of each year reported being carried out to show the practical doubling of outputs for each of the three past years:

Reported output prior to 1911	10,374
Plus 25 per cent	2,594
	12,968
Total	12,968
Reported output during 1911	10,655
Plus 25 per cent	2,664
	13,319
Total	26,287
Reported output during 1912	21,939
Plus 10 per cent	2,194
	24,133
Total	50,420
Estimated output during 1913	51,586
Plus 10 per cent	5,158
	56,744
Total	107,164

"With the exception of a dozen or fifteen companies, all of those that failed to send in reports are relatively new companies that produced few or no vehicles last year, or are older companies whose individual output probably did not reach fifty vehicles in any case. On the whole, the estimates of production for 1913 are believed by the statisticians to be fairly conservative, as nothing was to be gained by any manufacturer in exaggerating his figures, because the census was a secret one in which names of companies were not to be attached to the reports.

"Reports received from the 170 companies are classified as follows: Gasoline-vehicle makers, 140; electric, 20; mixt system, 3; gasoline fire apparatus, 7; tricars, 3; tractors, 2; steam, 1. The gas-electric vehicles and the tractors are made by the electric-gas vehicle makers."

Only an Instance.—"A former train robber is becoming prominent in Oklahoma politics."

"Oh, well, that's no sign that train robbers never can be persuaded to be good."—*Chicago Record-Herald.*

Publisher's Notice.—Uncle Samuel is keeping a fatherly and watchful eye on the newspaper boys. Just why the old gentleman has any more right to poke his venerable nose into the private affairs of a man who runs a newspaper than he has to interfere with a grocer, a butcher, a dry goods man or a manufacturer has not yet been explained. As will be noted by the statement published this week, a paternal government has been given some weighty and important information about *The Record*—and it is hoped the country has thereby been saved.

While Uncle Sam is prying into private affairs that are none of his business perhaps it might be in order to inform him that *The Record* man is a brunette and a Republican; he has a pretty bad corn on his left foot and his hair shows signs of falling out; he has only one good eye and walks a little splay-footed; he has a wife, a daughter, a couple of grandchildren, an alleged automobile, a horse, a Jersey calf, and a peg-legged cat. He thought he was running for the legislature last fall, but he found out he wasn't even walking. He hopes to be able to keep on making an honest living without having to stop every little while and answer impertinent questions, as he is neither a criminal nor a dependent.—*Bushnell (Ill.) Record.*

CURRENT POETRY

AMERICAN poets are inferior to those of England in at least one respect—the making of light verse. Sometimes the defense is made that this is not the work of poets, but of clever journalists. But it is frequently true, on the other hand, that the best *vers-de-société* is written by the poet who can produce also poems of dignity and splendor. The English weeklies (particularly *Punch*) print a large amount of verse with no serious message, but of almost perfect craftsmanship. The poets of England, it seems, are not so consistently serious as those of America. But America has not always been lacking in artists able and willing to give exquisite form to evanescent moods. The late H. C. Bunner excelled in work of this sort, and among contemporary writers Mr. Clinton Scollard is distinguished for his graceful treatment of slight and familiar themes.

"Lyrics from a Library" (George William Browning) is the attractive title of Mr. Scollard's new book of verse. He has written poems memorable for high thought and sonorous phrasing, but in this little volume he has included chiefly work of a lighter, simpler type. He praises his favorite authors, the comforts of his library, his first editions, and other rare volumes with the sympathy and enthusiasm of a true lover of books and with the skill of an accomplished artist in words. There have been many poems written in honor of Theocritus—those of Wilde and Dobson are memorably lovely—but this does not interfere with the appeal of the first poem which we reprint. The second poem is tender and sincere, and expresses beautifully that pathos which clings to the volumes of forgotten authors on the shelves of second-hand bookshops.

On a Copy of Theocritus

By Clinton Scollard

Theocritus, we love thy song,
  Where thyme is sweet and meads are sunny,
Where shepherd swains and maidens throng
  And bees Hyblean hoard their honey.

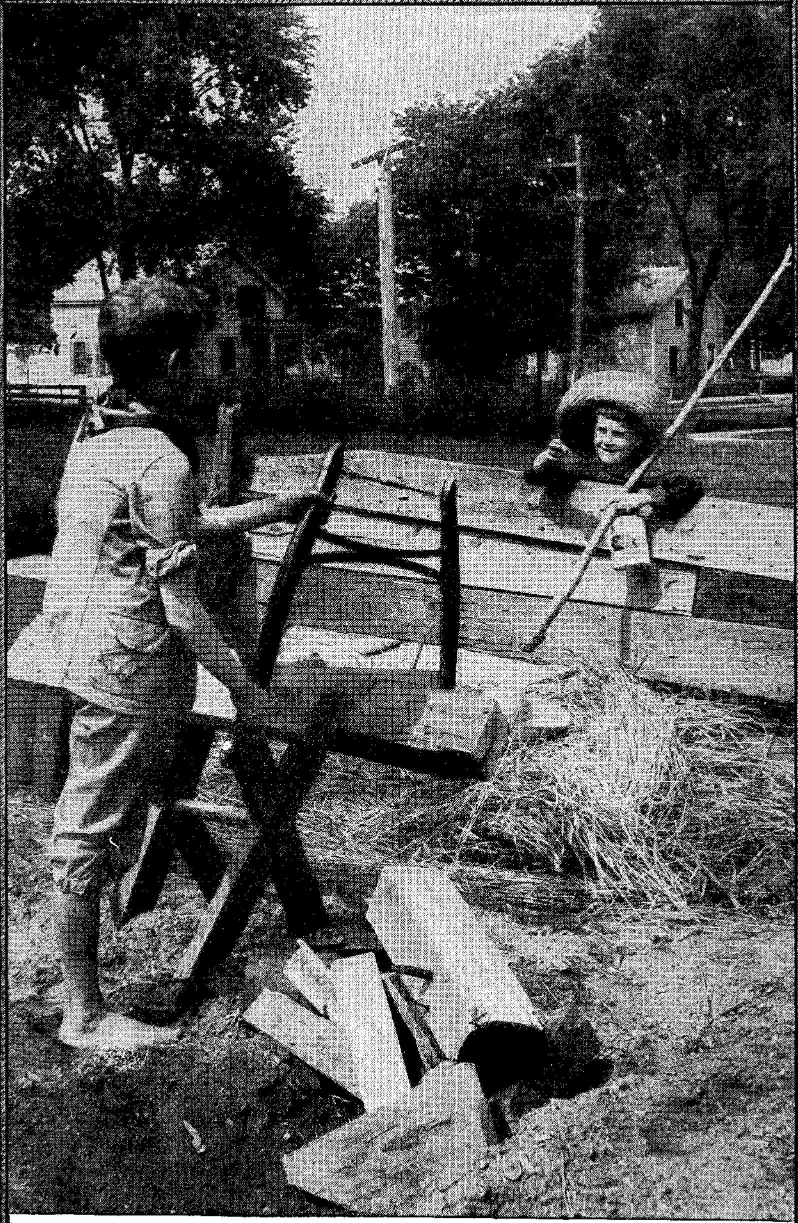
Since ancient Syracusan days
  It year by year has grown the sweeter,
For year by year life's opening ways
  Run more in prose and less in meter.

And than this quarto, vellum-clad,
  You could not wish a rarer setting;
Beholding, you must still be glad,
  If you behold without forgetting.

Manutius was the printer's name
  (A *Publisher* was then unheard of)—
A fellow of some worthy fame,
  If history we take the word of.

Think when its pages first were cut,
  And eager eyes above them hovered,
Our proudest dwelling was a hut—
  America was just discovered!

Then Venice was indeed a queen,
  And taught the tawny Turk to fear her;
Now has she lost her royal mien,
  And yet we could not hold her dearer.



SPRINGTIME is here! The woods and streams, the young folks at play—everywhere, everything—offer delightful opportunities to the amateur photographer. But be sure that you are properly equipped for picture taking, so that you will never have to apologize for your photographs. Make them as natural and artistic as the above by using, according to directions, the amateur camera of professional quality—

The superb ANSCO

loaded with Ansco color-value Film, and then develop your films with Ansco chemicals, and print them on the easy-to-use, prize-winning *Cyko Paper*.

$2 to $55 will buy a good Ansco. Write for catalogue No. 25 and booklet "How to Make Enjoyment Last Forever."

The neat little camera shown below is the No. 3A Folding Buster Brown. Price, $10. Takes pictures of the popular post card size, 3¼ in. x 5½ in. It is one of three folding cameras of the Buster Brown family priced from $2 to $10.

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For Men and Women—embody every feature of comfort, style and durability, combining the practical suggestions of the most prominent riders of two continents and our thirty years' manufacturing experience.
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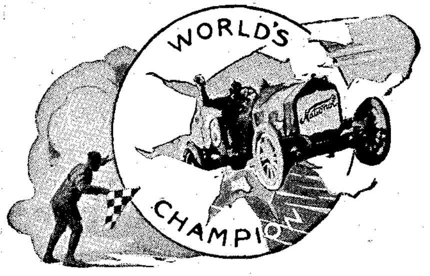

500 miles actual running average of 81.72 miles per hour.

Winner of 500-mile International race, May, 1912. Breaking World's record

Even tho the winner of the 500-mile race this year (May 30th) may lower the National's marvelous record, the National car remains the

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—because it is the Stock Champion car.

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The National car also holds the world's record for the fastest straightaway mile, for a stock car, time 40.32 seconds, average of 89.28 miles per hour.

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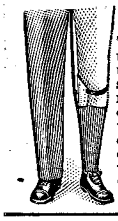

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Betwixt these covers there is bound
  A charm that needeth no completion;
A golden atmosphere is found
  At once Sicilian and Venetian.

So, while our plausive song we raise
  And hail the bard whose name is famous,
Let us for once divide the bays,
  And to the Printer cry—*Laudamus!*

A Forgotten Bard

By Clinton Scollard

In a dim nook beneath the street
Where Pine and noisy Nassau meet,
This little book of song I found
In scarred morocco quaintly bound.
Each musty and bemildewed leaf
Bespeaks long years of grime and grief;
Long years—for on the title-page
A dim date tells the volume's age.

Ah, who was he, the bard that sung
In that dead century's stately tongue
In those evanished days of yore?—
An empty name—I know no more!
Yet, as I read, will fancy form
A face whose glow is fresh and warm,
A frank, clear eye wherein I view
A nature open, genial, true.

Mayhap he dreamed of fame, but fate
Had barred to him that temple's gate;
He loved—was loved—for one divines
An answered passion in his lines;
He died, ah, yes, he died, but when
He ceased to walk the ways of men,
Or where his clay with mother clay
Commingles sweetly, who can say!

In pity will I give his book
A not too lonely study nook,
Where kindly gleams of light may play
Across it of a wintry day;
And I will take it down sometimes
To con the prim and polished rimes.
Will thus, when the gray years have fled,
Some book of mine be housed and read?

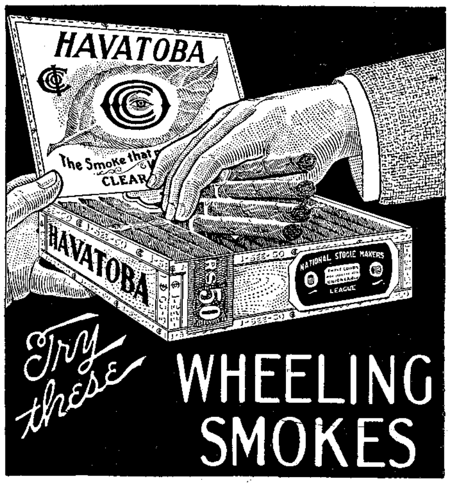
The verse of James A. Mackereth has been highly praised by British critics, but his new volume, "Iolaus: The Man That Was A Ghost" (Longmans, Green & Co.) is not likely to increase his audience. His verse is very beautifully made, but his thoughts are so lofty, his images so fantastic, and his idiom so subtle as to repel the general reader. He is at his best in some of his skilfully turned sonnets, in which the exactness of the form keeps his fancy from wandering too far afield. Of the two which we reprint the first is remarkable for the successful suggestion of the idea by the sound of the words and the second for the passionate humanity of its spirit.

The Soul and the Sea

By James A. Mackereth

I hear the shouting of th' exultant sea,
  Its reel and crash along the shuddering strand;
  Through muffling mist the wide reverberant land
In thunderous labor laughs exultantly;
The restless wind's tumultuous revelry
  Whips into whirling clouds the blanched sea-sand;
  The primal powers in grim convulsion grand
Strive, straining agonists, frenzied to be free.

And in the lapses of the roaring gale
  I hear the cries of lives that rage and weep,
  That sow for ever, and that never reap;
Brave hearts that travail with all hopes that fail
Break with the breakers; with a wandering wail
  Flies sorrow with white lips along the deep.



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If you prefer to order samples instead of a whole box, send us 20 cents. We'll mail you five samples, a 6 in. leatherette pocket stogie pouch and a booklet on Wheeling Stogies. As we pay insurance on each package, we guarantee delivery.

References: Any Wheeling bank, Dun's or Bradstreet's.

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The Voice of the Millions

By James A. Mackereth

Bound to one triumph, of one travail born,
Doomed to one death, in one brief life we moil;
The pangs that maim us and the powers that spoil
Are common sorrows heired from worlds outworn.
Alike in weakness, time too long hath torn
Our mother, Patience, and our father, Toil.
Brothers in hatred of the fates that foil,
Say not in vain we murmur and we mourn!

Oh, by the love that lights our mother's eyes,
By hearth and home, by common hopes and fears,
By all sad sweetness of the human years,
Partings and meetings, by our infants' cries—
One are we, through the heart's divine allies,
In long allegiance to eternal tears!

Harper's Magazine prints this richly colored picture of the glories of spring. There is a charming idea in the close of the last stanza.

May is Building Her House

By Richard Le Gallienne

May is building her house. With apple blooms
She is roofing over the glimmering rooms;
Of the oak and the beech hath she builded its beams,
And, spinning all day at her secret looms,
With arras of leaves each wind-swayed wall
She pictureth over, and peopleth it all
With echoes and dreams,
And singing of streams.

May is building her house. Of petal and blade,
Of the roots of the oak is the flooring made,
With a carpet of mosses and lichen and clover,
Each small miracle over and over,
And tender, traveling green things strayed.

Her windows, the morning and evening star,
And her rustling doorways, ever ajar
With the coming and going
Of fair things blowing,
The thresholds of the four winds are.

May is building her house. From the dust of things
She is making the songs and the flowers and the wings;
From October's tossed and trodden gold
She is making the young year out of the old;
Yea! out of winter's flying sleet
She is making all the summer sweet,
And the brown leaves spurned of November's feet
She is changing back again to spring's.

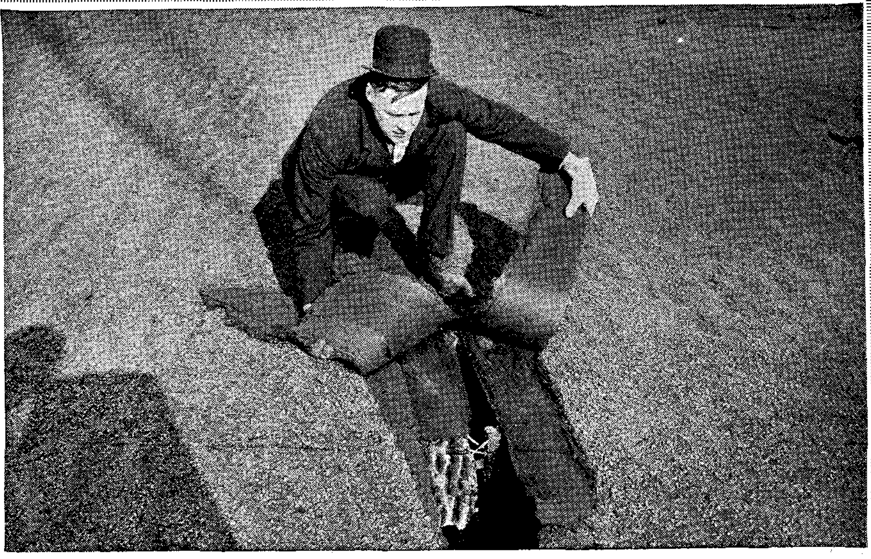
The Bellman prints the following vigorous lines. Their strong, virile phrasing is suggestive of Kipling.

Breaking the Road

By Lewis Worthington Smith

With the captain's eye on the compass and the captain's hand on the wheel,
They sailed from the port of Palos till they felt their senses reel,
Till the stars seemed the devil's torches aflame on the road to hell,
And only the heart of the captain still dreamed that all was well;
But they kept the sails full-bellied to the winds that drove them west;
Not theirs was the home-returning, not theirs was the dream-led quest;

GREAT BEAR SPRING WATER.
50c per case of 6 glass stoppered bottles



Barrett Specification Roofs

After the Fire

STRIKING proof of the fire retardant qualities of a Barrett Specification type of roof appears almost every time there is a city or factory fire. The photograph herewith shows a typical instance.

The Prichard Building, Newark, N. J., was completely gutted by fire. The building is isolated so that the firemen could not get to work on the roof, and in consequence the roofing received practically no protection by water.

The roof, although it had acted as a blanket over the flames, showed only trifling damage at two or three small points where the support was completely destroyed. If it were not for the necessity of replacing the roof boards beneath, which were badly burned from inside, the roof could have been put in first-class condition at very little cost.

There are thousands of instances like this, where Barrett Specification Roofs have withstood severe exposure to fire, and thousands of buildings are saved every year from exterior fire exposure by these fire retardant roofs.

The Barrett Specification will be sent free on request. Every architect and engineer and property owner should have a copy on file.

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Our Factory Price $7.50

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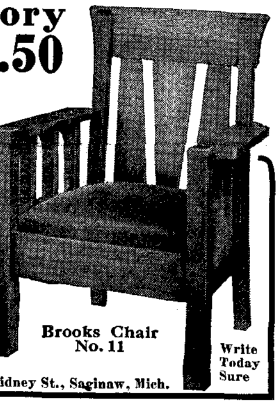
Where else can you get such a low price as this? Chair shown is solid quarter-sawed Oak, has fine Marokene leather cushion. Height 37½ in., width 31 in., depth 21 in. Shipped in four sections—easily assembled in a *few* minutes.



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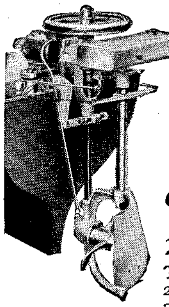

This simple, light, boat engine makes a motor boat of any boat in a jiffy—as quickly detached. Will take you 28 miles per gallon of gasoline in an 18 foot boat.

Seven miles an hour in a row boat!
The most Power for the Price.
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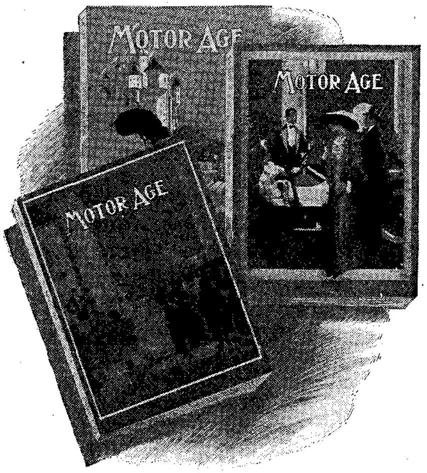
Isn't it about time that WE began to serve YOU?



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For the high-souled lords of the morning who
seek the sea's far spoil
Need the true, unselfish service of the nameless
sons of toil.

With the captain's eye on the compass while the
murky night came down,
They drove through the waves and the wind-
spume over deeps where a world might drown,
Till a light sprang out of the distance and a cry
leaped up to their lips,
And the heart of the dullest seaman grew mad, as
in some eclipse,
When the wonder of earth's great shadow thrown
darkening across the moon
Is as sweet as the sunset splendor of a rose-
breathed night in June.
But the crew, with their homesick hunger and
their hopeless toil with the sails—
For them is the end full guerdon, a torch-light
that flares and pales?

One man with the breath of a runner cries out for
the untrod road.
The sledges and men are gathered, and the dogs
shall carry the load.
The whips are cracked and the lashings set for-
ward the eager pack;
But only the one who drives them is praised when
they bring him back.
Ah, forgotten shall be the heroes who answer an-
other's call.
They are servitors, dumb, if loyal, to be nothing-
ness one and all;
But the roads can not be broken except through
the helping hands
Of the nameless, unthanked toilers who do but
their lord's commands.

Few poets of this generation are as successful as Dr. Gales in reproducing the spirit of the folk-song. His experience as a translator of old Provençal ballads has helped him in this, but he has, in addition, a naive vigor excellently suited to this sort of composition. We take this poem from "The Vineyard."

The Holly Hedge of Paradise

By the Rev. R. L. Gales

(The legend is that Dismas, the Penitent Thief, came from Bethlehem)

The holly hedge of Paradise, oh! it grew thick
and green.
The king could not enter, nor more could the
queen;
Oh! it grew strong and lusty, it stood stout and
tall,
It went round the Garden like a flaming wall.

Since Adam first had sweated and Eve first shed
tears,
It had kept the Garden with its ring of spears,
The king could not enter, howe'er he bent his
mind,
There was no gap nor opening for any man to find.

None had seen the Garden that behind it lay;
All men came unto it, but all must turn away.
They could not pierce the thicket, they could
not cleave or climb,
They could not find an entrance by riddle or by
rime.

It was a Thief of Bethlehem that first a passage
made,
And broke thro' the holly hedge with tools of his
trade;
He first found the place again where none pine or
grieve,
And came into the Garden upon the Easter Eve.

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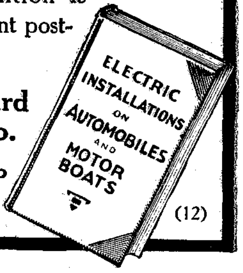
ELECTRIC INSTALLATIONS ON AUTOMOBILES AND MOTOR BOATS

PERSONAL GLIMPSES

BEULAH MILLER AS A SCIENTIST SAW HER

TEN-YEAR-OLD Beulah Miller, of Warren, Rhode Island, seems to be the most interesting psychical mystery since Madame Eusapia Palladino made her trip to this country and her mystic powers were said to have been exposed. Prof. Hugo Münsterberg, who held a number of seances with the Italian woman and afterwards pronounced her a fraud, recently investigated the case of Beulah, and his findings, written for *The Metropolitan Magazine*, make a readable as well as an informing story. There was a great contrast between Beulah Miller's surroundings and the setting in which the psychologist found Palladino. The latter was in a cheap lodging-house in a section of New York City where palmists and mediums live. It was midnight, the room was dimly lighted and the woman was in a trance at a table surrounded by spiritualistic believers. When he went to the Miller home, he found the child among her toys in her mother's kitchen, and the general surroundings could not have been simpler and more peaceful. Everything breathed sincerity and naïveté and the absence of fraud. But mere assurance had little effect upon the scientist: he proceeded to ascertain and examine the facts. He writes:

> The claims are very simple. Here is a school child of ten years who is able to read in the mind of any one present anything of which he is thinking. If you take a card from a pack and look at it, and still better, if several people look at it, and best of all if her mother or sister look at it, too, Beulah will say at once which card it is, altho she may stand in the farthest corner of the room. She will give you the date on any coin which you have in hand; in a book she will tell you the particular word at which you are looking. Indeed, a sworn affidavit reports still more surprizing feats. Beulah gave correctly the name of the reporter, whom nobody else knew, and the name of the New York paper for which she is writing. At school she reads words written on the blackboard with her back turned to it. At home she knows what any visitor is hiding in his pocket.
>
> The serious-minded man who is disgusted with spiritualistic charlatans and their commercial humbug is naturally inclined here, too, at once to offer the theory that all is fraud and that a detective would be the right man to investigate the case. When the newspapers discovered that I had begun to study the girl, I received from many sides letters with suggestions to look for certain devices with which stage performers carry out such tracks, such as marked cards and the equipment of the magician. But whoever thinks of fraud here misunderstands the whole situation.
>
> The psychical powers of Beulah Miller were not brought before the public by the child or her family; there was no desire for

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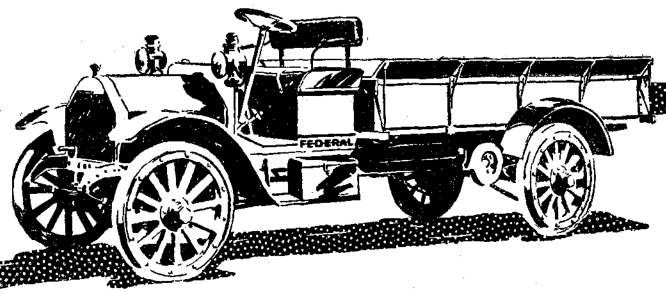

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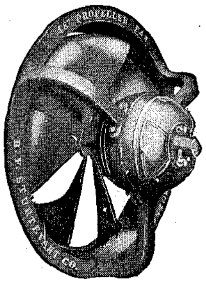
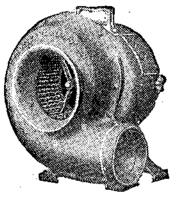


Booklet No. DP5 describes these Fans.



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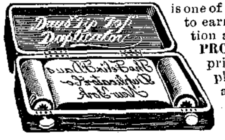
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notoriety, and in spite of the very modest circumstances in which this carpenter's family has to live, the facts became known before any commercial possibility suggested itself. The mother was startled by Beulah's psychical gifts, because she noticed two years ago that when the family was playing "Old Maid," Beulah always knew in whose hands the dangerous queen was to be found. Then they began to experiment with cards in the family circle, and her ability to know of what the mother or the sister was thinking became more and more interesting to them. Slowly her school friends began to notice it, and children in the Sunday-school told the minister about Beulah's queer mind-reading. All this time no newspaper had known about it.

One day the minister, when he passed the house, entered and inquired whether those rumors were true. He had a little glass full of honey in his pocket, and Beulah spelled the word honey at once. He made some tests with coins and every one was successful. This minister, Reverend H. W. Watjen, told this to his friend, Judge Mason, who has lived in Warren for more than thirty years, and then both the minister and the judge visited repeatedly the near-by village where the Millers live, performed a large number of experiments with cards and coins and words, and became the friendly advisers of the mother, who was still troubled by her doubt whether these supernatural gifts of the child came from God or from the devil. Only through the agency of these two well-known men, the Baptist minister and the judge, was the public informed that a mysterious case existed in the neighborhood of Warren, and when the newspapers began to send their reporters and the strangers came to see the wonder, these two men decided who should see the child. Of course commercial propositions, invitations to give performances on the vaudeville stage, soon began to pour in, but with indignation the mother refused to listen to any such idea. Because of my scientific interest in such psychological puzzles, the judge and the minister turned to me to investigate the case. It is evident that this whole social situation lacks every conceivable motive for fraud.

This impression was strongly heightened by the behavior of the family and of the child during the examination which Professor Münsterberg carried on during the three weeks following. The mother, the twelve-year-old sister Gladys, and Beulah herself were willing to do anything that would make the test difficult, and Professor Münsterberg vouches for the honesty of their intentions in the experiments. To proceed:

If fraud and humbug may certainly be excluded, the wiseacres will say that the results must then have been a matter of chance coincidence. No one can deny that chance may sometimes bring surprizing results. It may happen, if you are asked to call a name or a figure of which another man is thinking, that you will strike the right one. Moreover, recent experiments have shown that there is much natural uniformity in the thoughts of men. Certain figures or names or things more readily rush to the mind than others. Hence the chances that two persons will be thinking

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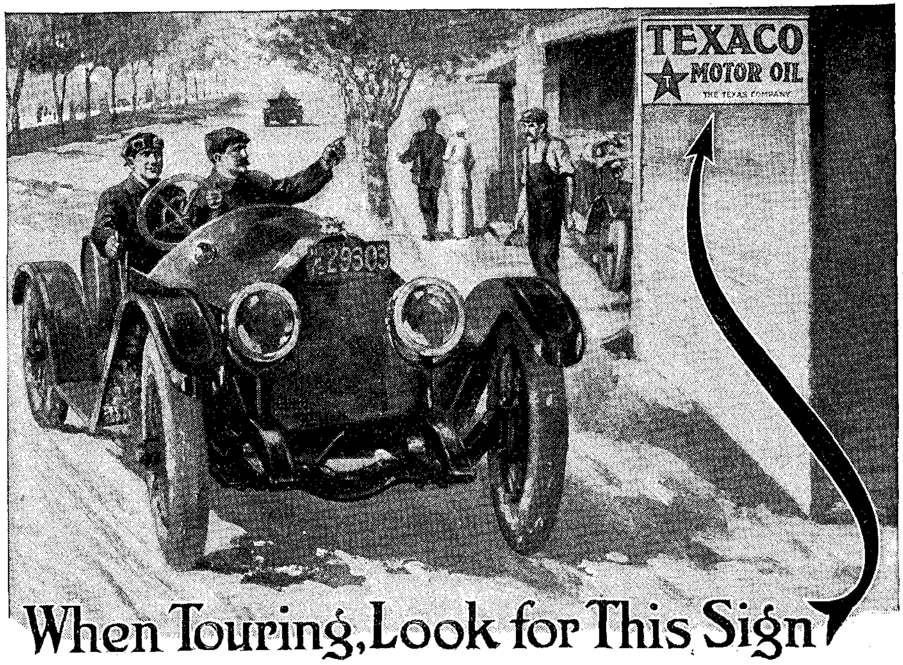
of the same figure are much larger than would appear from the mere calculation of probabilities. Yet even if we make the largest possible concession to happy coincidences, there cannot remain the slightest doubt that the experiments carried on under standard conditions yielded results the correctness of which endlessly surpasses any possible accidental outcome.

We may take a typical illustration. I drew cards which she could not possibly see, while they were shown to the mother and sister sitting next to me, Beulah sitting on the other side of the room. The first was a nine of hearts; she said nine of hearts. The next was six of clubs, to which she said first six of spades; when told it was not spades, she answered clubs. The next was two of diamonds; her first figure was four; when told that it was wrong, she corrected herself two, and added diamonds. The next was nine of clubs, which she gave correctly; seven of spades she called at first seven of diamonds, then spades; jack of spades she gave correctly at once, and so on. One other series: We had little cardboard squares, on each of which was a single large letter. I drew any three, put them into the cover of a box, and while the mother, Gladys, and I were looking at the three letters, Beulah, sitting beside us, looked at the ceiling. The first were R-T-O. She said R-T-I. When told it was wrong, she added O. The next were S-U-T; she gave S-U, and then wrongly R-P-Q, and finally T. The next were N-A-R; she gave G-N-A-S-R. The following D-W-O, she gave D-W, but could not find the last letter. It is evident that every one of the cards gave her fifty-two chances, and not more than one in fifty-two would have been correct, if it were only guessing, and as to the letters, not more than one among twenty-six would have been chosen correctly by chance. The given example demonstrates that of five cards she gave three correctly, two half correctly, and those two mistakes were rectified after the first wrong guess. The second experiment demanded from her four times three letters. Of these twelve letters, six were right at the first guess and five after one or two wrong trials. . . . . . .

I leave entirely out of consideration the marvels of mind-reading which were secured by the judge and the minister, the male and the female newspaper reporters, before I took charge of the study of the case. I rely only on what I saw and of which I took exact notes. I wrote down every wrong letter and every wrong figure, and base my calculations only on this entirely reliable material. Nevertheless, I must acknowledge it as a fact beyond doubt that such results as I got regularly could never possibly have been secured by mere coincidence and chance. As chance and fraud are thus equally out of the question, we are obliged to seek for another explanation.

There is one explanation which offers itself most readily. We saw that in order to succeed, some one around her, preferably the mother and sister, who stand nearest to her heart, have to know the words or the cards. Those visual images must be in some one's mind, and she has the unusual power of being able to read them there. Such an explanation even seems to some a very modest claim, almost a kind of critical and skeptical view—a mere "case of mind-



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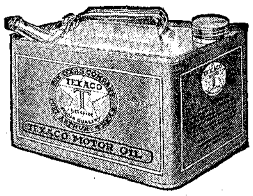

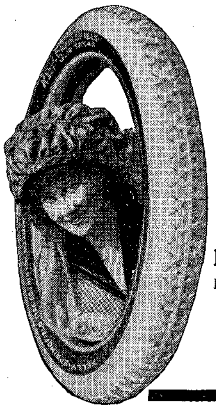

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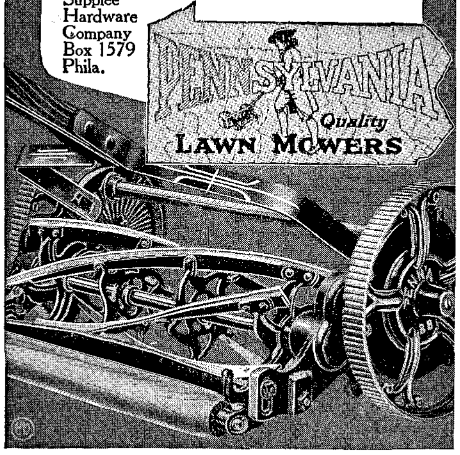

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reading." The judge and the minister, for instance, in accepting this idea of her powers, felt conservative, as through it they disclaimed any belief in mysterious clairvoyance and telepathic powers. In the newspaper stories, where the mysteries grew with geographical distance from Rhode Island, Beulah was said to be able to tell names or dates or facts which no one present knew. It was asserted that she could give the dates on the coins which any one had in his pocket without the possessor himself knowing them, or that she could give a word in a book on which some one was holding his finger without reading it. No wonder that the public felt sure that she could just as well discover secrets which no one knows and be aware of far distant happenings. It is only one step from this to the belief in a prophetic foresight of what is to come. For most unthinking people mind-reading leads in this fashion over to the whole world of mysticism. In sharp contrast to such vagaries, the critical observers like the judge and the minister insisted that there was no trace of such prophetic gifts or of such telepathic wonders to be found, and that everything resolved itself simply into mere mind-reading. Some one in the neighborhood must have the idea in mind and must fixedly think of it. Only then will it arise in Beulah's consciousness.

The psychologist says mind-reading is done by observing, either consciously or subconsciously, the changes of facial expression or other physical movements of the person whose thoughts are being read. There are many little signs which are visible only to the expert. He goes on to explain:

> In the cases of this parlor trick and the stage performance, the one who claims to read the mind of the other is more or less clearly aware of those unintended signs. He feels those slight movement impulses which he follows. But we know from experiences of very different kind that such signs may make an impression on the senses and influence the man, and yet may not really come to consciousness. Even those who play the game of mind-reading in the parlor and who are led by the arm movements to find the hidden coin, will often say with perfect sincerity that they do not feel any movements in the wrist which they touch. This is indeed quite possible. Those slight shocks which come to their finger-tips reach their brains and control their movements without producing a conscious impression. They are led in the right direction without knowing what is leading them. The physician finds the most extreme cases of such happenings with some types of his hysteric patients. They may not hear what is said to them or see what is shown to them, and yet it makes an impression on them and works on their minds, and they may be able later to bring it to their memory and it may guide their action, but on account of their disease those impressions do not really reach their conscious minds. We find the same lack of seeing or hearing or feeling in many cases of hypnotism. But it is not necessary to go to such extreme happenings. All of us can remember experiences when impressions reached our eyes or ears and yet were not noticed at the time, altho they guided our

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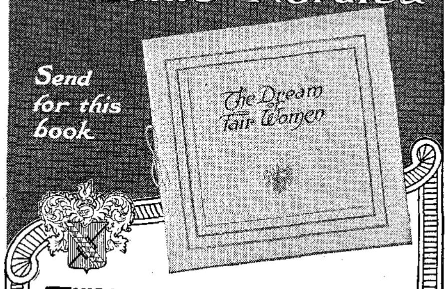

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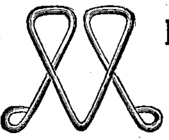

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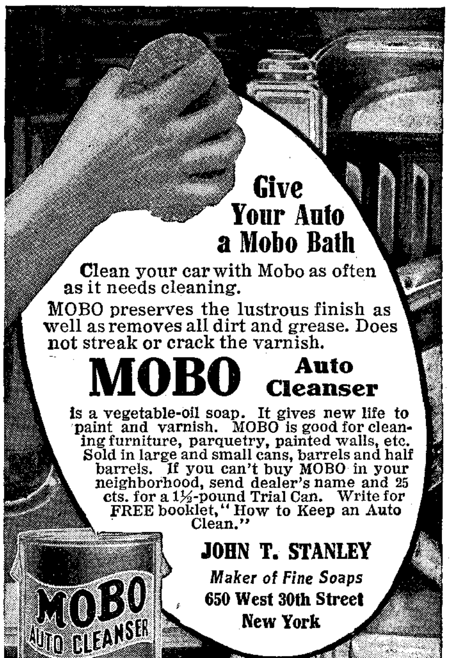

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New York

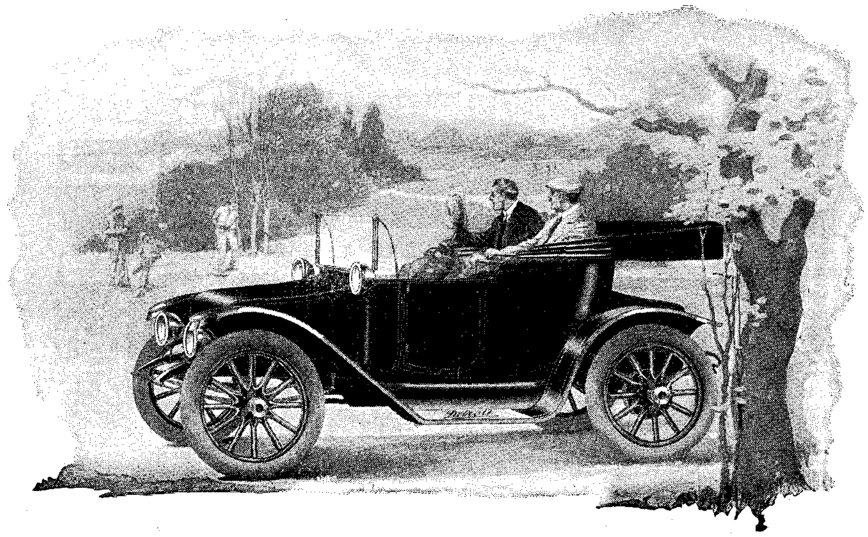
actions. We may have been on the street in deep thought or in an interesting conversation so that we were not giving any attention whatever to the way, and yet every step was taken correctly under the guidance of our eyes. We saw the street, altho we were not conscious of seeing it. We do not hear a clock ticking in our room when we are working, and yet if the clock suddenly stops we notice it. This indicates that the ticking of the clock reached us somehow and had an effect on us in spite of our not being conscious of it. The scientists are still debating whether it is best to say that these not-conscious processes are going on in our subconscious mind or whether they are simply brain processes. For all practical purposes, this makes no difference. We may say that our brain gets an impression through our eyes when we see the street, or through our ears when we hear the clock, or we may say that our subconscious mind receives these messages of eye and ear. In neither case does the scientist find anything mysterious or supernatural.

I am convinced that all the experiences with Beulah Miller may ultimately be understood through these two principles. She has unusual gifts and her performances are extremely interesting, but I think everything can be explained through her subconscious noticing of unintended signs. Where no signs are given which reach her senses, she cannot read any one's mind. But the signs which she receives are not noticed by her consciously. She is not really aware of them; they go to her brain or to her subconscious mind and work from there on her conscious mind.

KARL HAGENBECK

THOUGH a fishmonger by trade, Karl Hagenbeck's father gave some of his attention to exhibiting wild animals in a small way. Fifty-five years ago, when Karl was twelve, the elder Hagenbeck asked him whether he intended to be a fishmonger or a dealer in wild beasts. He advised the boy to sell fish for a living, because it was far less precarious. "I'll try wild beasts," replied Karl, and before he was a year older, the youngster was not only in charge of his father's collection, but was increasing it. When he died the other day, he was the most renowned animal collector and dealer in the world. He stocked nearly all the circus menageries and zoos on the three continents. P. Chalmers Mitchell, Secretary of the Zoological Society of London, recently described his first meeting with Hagenbeck, and the New York *Times* quotes him as follows:

> There called on me a tall, lean man, with a bony, weather-beaten face, shaven lips, and a short grizzled beard of the kind known as a "chin-fringe." His shrewd and kindly face, slow speech with nasal intonations, and general air of confident but watchful friendliness, made the impression of an individuality very unlike the composite photograph I have in my mind of the Germans I know. But for the presence of a



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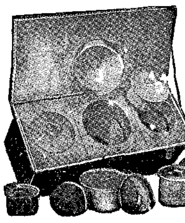

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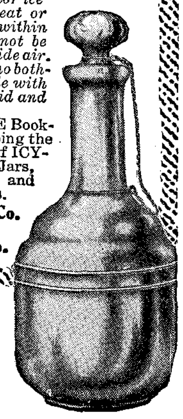

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German accent and the absence of the tobacco habit, Karl Hagenbeck might pass for a New England ship captain.

He is, in the first place, a business man with a strong spirit of adventure that must have led him into many losses, and as he has none the less built up a great and successful business, it must be supposed that he also knows how to make profits. But those who deal with him soon learn that they may rely implicitly on his directness and candor in arranging a purchase or sale, and on his scrupulous carefulness in carrying out his share of the bargain.

He has been a notable pioneer in the handling of wild animals. He is an able man and sees that the crude methods do not pay; he is a naturalist with a genuine affection and sympathy for animals and in all his handling of them he sees to it that their health and general condition are the first care.

Hagenbeck kept his animals in a large park at Stellingen, near Hamburg, where the general system of caring for animals is a model for the whole world. During his later years, he never journeyed far from home and his adventures with dangerous beasts were few. *The Times* proceeds:

But year in and year out the intrepid hunters ventured into jungle and forest and steppe in search of new treasures. And it is fortunate that, a few years ago, Hagenbeck sat down to write a history of himself and his business, in which the exploits of these daring men are chronicled in most generous terms of admiration. This book, entitled "Beasts and Men," was translated into English and published in England and here by Longmans, Green & Co.

By the time that Hagenbeck decided to venture into the domain of writing his business had grown to huge proportions, and his headquarters was one of the prime sights in Hamburg. He took a census just before writing his book, according to which Stellingen Park was inhabited by more than 2,000 animals of all descriptions.

As early as 1864, Karl Hagenbeck had closed a contract with Cassanova, a famous animal hunter, whereby the latter agreed to sell whatever animals he should bring to Europe for a definite price—thus becoming the first of the long list of mighty hunters who devoted years to ranging the haunts of big game throughout the world in the interests of the Hagenbeck firm. Cassanova's first contribution consisted of two elephants, several lions, and a number of hyenas, panthers, antelopes, gazelles, and ostriches.

A few more such consignments placed Hagenbeck on a secure footing as the world's great dealer in animals. In the early seventies he and Phineas T. Barnum were doing a thriving business with each other. On his first visit to Hamburg, Barnum bought $15,000 worth of animals. Said Hagenbeck:

"He was touring Europe, he told me, in search of new ideas, and as I was able to supply him with some such (among other things I told him about the racing elephants of India and of the use of ostriches as saddle animals), he paid me the compliment of inviting me to join him in his enterprise, with a one-third share of the profits. I preferred, however, to remain in Hamburg,

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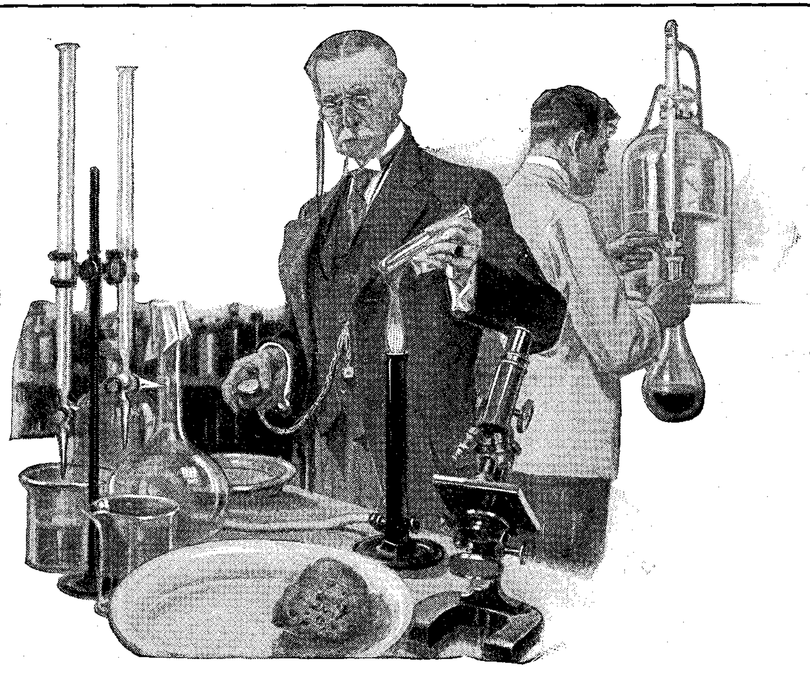
and develop my own business. After this Barnum obtained his animals exclusively from me and his successor, Mr. Bailey, continued this arrangement until 1907, when he disposed of his business."

The largest consignment of African animals that Hagenbeck ever received came to him way back in the seventies, when the Dark Continent was simply alive with big game. He received a dispatch from Cassanova, saying that he and another Hagenbeck traveling agent called Migoletti were on their way to civilization from the interior of Nubia at the head of huge caravans of captured animals. Cassanova added that he was dangerously ill and asked Hagenbeck to come to Suez in person and take charge of the animals.

Hagenbeck, accompanied by his younger brother, journeyed to Suez and there came face to face with an extraordinary sight. He afterward wrote:

> On entering the station at Suez we were greeted by some of our prospective pets, for in another train opposite we saw several elephants and giraffes, who pushed out their heads to welcome us. This, however, scarcely prepared us for what met our gaze when we reached the Suez Hotel. I shall never forget the sight which the courtyard presented. Elephants, giraffes, antelopes, and buffaloes were tethered to the palms; sixteen great ostriches were strolling about loose; and in addition there were no fewer than sixty large cages containing a rhinoceros, lions, panthers, cheetahs, hyenas, jackals, civets, caracals, monkeys, and many kinds of birds.
>
> It was naturally no easy matter to transport this immense collection of wild beasts to Europe. The amount of food required was enormous. Besides the hay, bread, and sundry other vegetable foods which were needed for the elephants and other herbivores, we also took along with us about a hundred nanny-goats in order to provide the young giraffes and other baby animals with milk. When these goats were no longer able to supply us with milk they were slaughtered and given to the young carnivores to devour.
>
> The journey to Alexandria, where we were to embark for Trieste, was by no means uneventful. On the way to the station the ostriches escaped, and were only recovered after considerable delay. Then one of the railway trucks caught fire, endangering the entire menagerie; and, finally, we were furnished for the last part of the journey with a drunken engine-driver who nearly burst his boiler. Moreover, the poor creatures were so closely packed together that it was impossible to feed them. We traveled all through the night and arrived in Alexandria at 6 A.M. Here we joined forces with Migoletti's caravan. The whole of the next day was occupied in feeding and in general attendance upon my unfortunate beasts, which had suffered considerably from their long train journey.
>
> However, at last they were all safely deposited on deck and the passage to Trieste was accomplished without serious mishap. Our arrival at that port caused great excitement among the townsfolk. And small wonder! No such collection of wild beasts had ever before been seen in Europe. The united caravans of Cassanova and Migoletti included, apart from the smaller creatures, five elephants, fourteen giraffes, four Nubian buffaloes, a rhinoceros,



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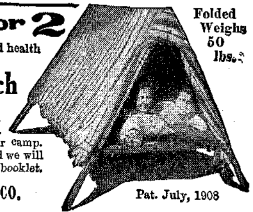

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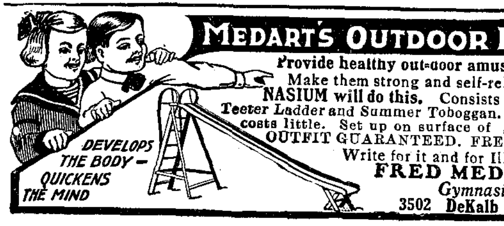
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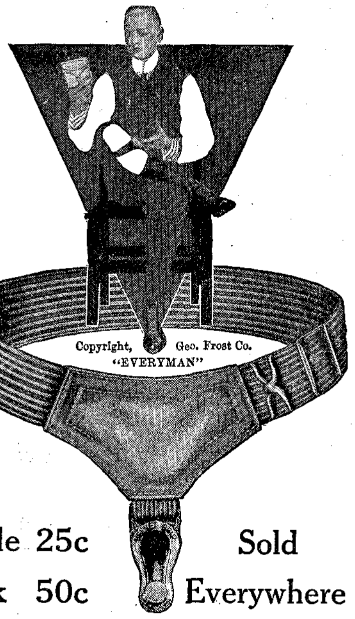

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twelve antelopes and gazelles, two wart-hogs, four aardvarks, and no fewer than sixty carnivores. Among the latter there were seven young lions, eight panthers and cheetahs, thirty hyenas, and many smaller representatives of the cat tribe. There were also twenty-six ostriches, of which sixteen were full-grown birds. One of these a female, was the largest specimen I have ever seen. This hen could easily reach a cabbage which I placed eleven feet from the ground.

Pretty nearly the whole population of Trieste must have turned out to watch us unload. And whenever an elephant or a giraffe came sprawling across in the crane a roar of delight would go up from the multitude on shore. It was truly marvelous that we ever reached the railway station without an accident, for the crowd in the streets was enormous, and we had the greatest possible difficulty in making our way through. We traveled to Hamburg via Vienna, Dresden, and Berlin, and as some of our possessions found new homes in the Zoological Gardens in each of those cities, our numbers were greatly reduced by the time we finally arrived at our destination.

A good idea of the magnitude of some of Hagenbeck's business deals may be gained from this story taken from *The Times:*

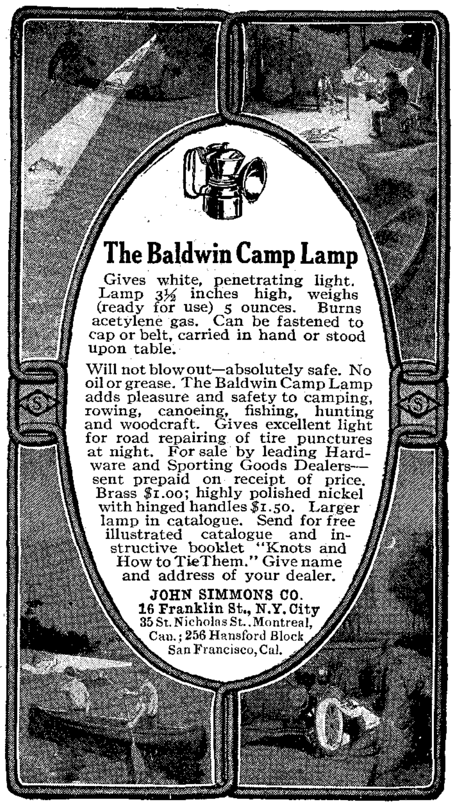
In 1905 the German Government asked him whether he could secure 1,000 dromedaries, provide each with a suitable saddle, transport them from East Africa to German Southwest Africa, a distance of thousands of miles, and deliver the first shipment, to consist of between 300 and 400 beasts, within the short space of three months.

"I can," said Hagenbeck.

He set to work without losing a moment. His two sons, together with several of his most trusted veterans, including Josef Menges, were rushed to East Africa to secure the dromedaries there. In the meantime, Hagenbeck practically invented a suitable saddle, as none of the makes available was quite what was needed, and ordered one thousand of them from Hamburg saddlemakers.

Next he chartered a steamer outright, built stalls in it for the beasts, filled it with suitable fodder, and sent it full steam ahead to East Africa. At the various ports to which the dromedaries secured by the Hagenbeck agents had been rushed the steamer picked up a total of 403 of the animals, and proceeded to Swakopmund in German Southwest Africa. On its arrival, well within the stipulated three months, only six of the beasts had perished in transit—an amazingly low number, which spoke volumes for the excellent system of the Hagenbeck organization. The other shipments followed in due course. The German Government was so eminently satisfied with the handling of this remarkable order by Hagenbeck and the quality of the "goods" delivered that it promptly ordered another thousand, as per sample.

Hagenbeck was indefatigable not only in buying and selling animals but in training them, developing new methods of caring for them and looking out for every conceivable kind of novelty in the animal kingdom. One of his last achievements before his death was the creation of a model ostrich farm, where he obtained very successful results. Emperor William of Germany



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D'*ARTAGNAN*, Dumas' hero, who is generally recognized as the greatest of all fictitious adventurers, appears in a long series of novels, but as compared with *Nick Carter*, the daredevil detective, the intrepid Frenchman had a sadly limited career. We have it from Frank M. O'Brien, writing in the New York *Press*, that Frederick Van Rennselaer Dey has written forty million words about *Nick*. But this character whose adventures are followed by thousands of boys—and a goodly number of men of distinction—is by no means the only one Mr. Dey has used as a hero. It is said that he writes forty thousand words a week, enough to make a novel of ordinary size, and it is not unusual for him to reel off three thousand an hour. He has used a typewriter so much that the muscles of his back and shoulders are abnormally developed. Last May Dey dropt *Nick*, supposedly for good and all, but it is not improbable that he will pick him up again, as he was compelled to do in the case of *Dr. Quartz*. *Quartz* was run down in Kansas City by *Nick Carter* and the book ended with his body dangling from the gallows. Ten years later the publishers sent for the author and said: "The public wants more of *Dr. Quartz;* go to it." Dey assured them that it was quite out of the question, because *Quartz* had long ago expiated his crime. But the publishers would not take no for an answer, and in a few days there came from the presses a story of how a cyclone had struck the city on the night after *Quartz* was hanged, lifted the roof off the dead-house, and whisked the old fiend into the river. The doctor was picked up and carried ashore and it was discovered that life was not extinct. The rescuer revived him, and, as a reward for his kindness, he was slain by the old villain. Here are some of Mr. O'Brien's facts about the author, his methods and his works:

In winter he does his writing in a little office on Fifth Avenue, and you sha'n't know the number. His name isn't on the door and he doesn't welcome callers. He sits there eight hours a day and writes and writes, without ever stopping to scratch his head for an idea or a plot.

"Where do you get your plots?" he was asked.

"Everywhere. One day I was sitting in a window of the Elks' Club, when it was at Columbus Circle. I saw a man, evidently a workman, come from the direction of the Park and stop at the fence that encircles the monument. He made some marks on a picket and ran away. Five

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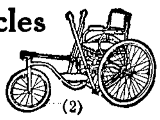

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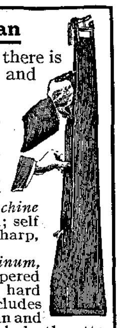

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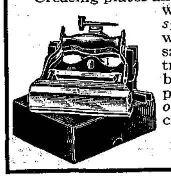

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minutes later another man appeared, made marks and hurried west into Fifty-ninth Street. A third man came along and did the same thing. I went down and examined the marks, which were made with chalk of different colors. I think there was a motormen's strike on at that time and these were strikers' signals. That was enough material with which to start a new story. Of course I made the plot more important than a motormen's strike. I used a South American revolution.

"Another time I was on a Fulton ferry-boat. The tide swept on up river, and as we passed under the Brooklyn Bridge an envelop came fluttering down at my feet. Some woman had tossed it out of a street car, no doubt. There was nothing in the envelope, but there was enough in the incident to form the first chapter of a thriller entitled 'A Clue from the Clouds.'

"But I never in my life have had a complete plot in my head when I sat down to write a story. I plunge into the story and let it take me wherever it naturally drifts. Each character works out his or her own destiny.

"My first long story was written for Beadle & Adams about 1884. It was 'Green Mountain Joe,' a detective story about 80,000 words long. In 1885 I wrote for *The American Magazine,* which Edward W. Bok had just started in Brooklyn, a story called 'Perfume from a Withered Bouquet.' Soon after Frank Tousey engaged me to write a series of Handsome Harry stories. These were on the lines of the Jack Harkaways, then so popular in England."

The first *Nick Carter* story was written in 1889, and the title was "Nick Carter, Detective; by a Celebrated Author." He took a contract to turn out one story a week, and kept it up, except for two short intervals, for over twenty years. "I found that I could write one story a week, all right; and I managed to make gains, besides, so that at one time I was twenty-six stories ahead of the publishers. This gave me leeway for vacations, typhoid fevers, and other pleasures," he told me.

The *Nick Carters* were at one time published serially in six-thousand-word instalments. If the readers liked them they were stretched a bit. Perhaps the most popular *Nick* was "Trailed Across the Atlantic." He wrote 90,000 words of it, and then turned his attention to other trails. But the readers wouldn't have it stopt. *Nick's* adventures in the European capitals, where he was disguised as everything from the Czar to a gipsy girl, delighted them and they howled for more. The story had to be stretched, and before it was wound up it was nearly 200,000 words long.

Mr. Dey wrote, altogether, 1,076 *Nick Carter* stories. They totaled approximately forty million words, and *Nick* was in every chapter of it. Some authors let their heroes go away to eat or sleep, while villains plot and heroines are bound and gagged, but Dey knew that his readers wanted the detective close at hand all the time and he kept him there.

You might think that forty million words about one character was enough of a job for one man. but it did not satisfy Dey. While trying to kill time in between the Nicks he dashed off a few of the lady novels that were published under the name of Bertha M. Clay, Marian Gilmore, and

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others. He wrote short stories under forty different names. Many of these appeared under the pseudonym of Dirck Van Doren. Mr. Dey had an ancestor named Dirck Dey, who is said to have driven the first nail ever hammered into the island of Manhattan or a board thereof; and another one who preached the first sermon ever delivered in English in old New Amsterdam.

Mr. Dey has also written under the name of Ross Beekman and Frederic Ormond, and signed his own name to two novels which have sold in large numbers. He says many of the incidents in his "thrillers" are utterly impossible; he only expects them to be entertaining. He thinks detective-story writing is the art of being reasonably unreasonable. He works six days a week, and his average is eight thousand words a day. The rest of the interview follows:

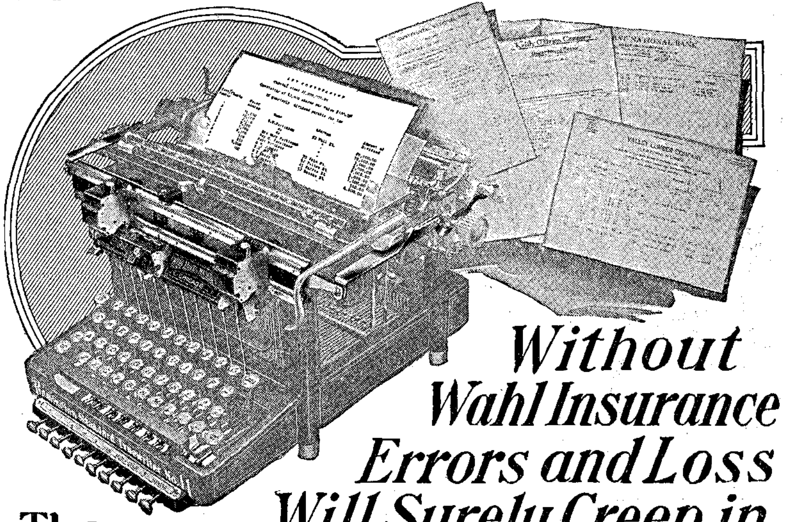
"I would rather write than read. I enjoy writing a story—well, perhaps better than my readers enjoy reading it. Summer or winter I am up at daylight, and as soon as I have eaten a steak or two I am ready for the battle. In summer, when I get up at four o'clock or so, my day's work is usually ended by noon; sometimes I am done before noon. In winter I always write until noon anyway. I can't have a moment's peace of mind until the day's work is done. All I need is my faithful typewriter and a window from which I can look out upon the water, if that is possible.

"I used to dictate my stuff, but I don't any more. I did have at various times stenographers who were useful to me. I had them trained so that, when writing a *Nick Carter* story, a snap of my fingers indicated a paragraph mark. But these useful employees would drift away, and I got so sick of trying to break new ones in that I decided to do all the work myself. I can type without looking at the machine, and very nearly as fast as I can dictate—and with very little more fatigue. When I am prest to it I can write fiction at the rate of 3,000 words an hour or fifty words a minute. I find that from constant training my brain, or my subconscious something, keeps about 600 words ahead of the machine. The mind is blazing the trail and paying no attention to the work of the hands. Typewriting has many advantages over writing by hand. I make a capital G with one touch of the finger. Writing it with a pencil requires about five motions.

"What do I read? Everything. I have always been an omnivorous reader. Nowadays I try to read almost everything in the way of fiction that is published, but I'm sorry to say that I find very few that are so interesting that I can finish them.

"I have read 'Charles O'Malley' every year for twenty years. I like all of Lever's. I also confess a great fondness for 'The Count of Monte Cristo.' Among the standard writers Thackeray is my favorite. The books of Isaiah and Job can't be beaten very much.

"I read modern stories because they are in line with my work. They teach me what the public wants to read. I think, however, that the average writer has forgotten how to bring a story to a close. It seems to be the fashion to leave the characters in the air and the reader in the dark. Still, there is an improvement over the old-



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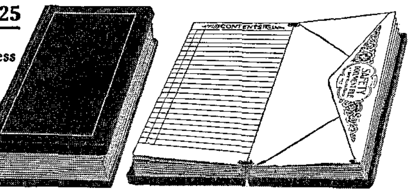

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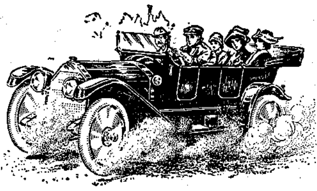

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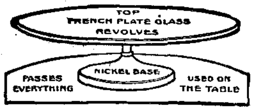

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Mr. Dey was admitted to the bar in the same class with Judge Warren W. Foster, who is a great friend of the author, but Dey found literature more alluring than the law. He gave up practise in 1887.

Nick Carter has had some celebrated readers.

"While on a train bound for Washington some years ago I came across Senator Hoar reading one of my latest," said Dey. "He confest he was a regular subscriber, and I sent him some autographed copies bound in morocco. Thomas B. Reed was another constant reader of the *Carters*, and I was always sure of an audience with him when he was Speaker of the House if I sent in that name.

"When Mr. McClellan was mayor he called me into his office one day and told me that he and his friend, Cass Ledyard, read the stories with delight and never missed an issue. I had his name entered upon the complimentary subscription list at once. He told me, long afterward, that he never started for his home in Princeton without a *Nick Carter* in his pocket. Lieutenant William Kennell has figured, by the way, as one of *Nick's* chosen friends and helpers."

A HUMAN DUMMY

Wax figures that represent human beings are plentiful everywhere, but men who pose as wax dummies are rare. Jay O. Turner is one of the few men who make a living that way. He poses in show windows, and it is said that he can stand for hours and hardly "bat an eyelash," even when passers-by resort to all sorts of devices to make him laugh or move. He told a reporter for the Kansas City *Star* that he would give a comparatively large sum of money to any one who could make him laugh when he did not want to. Turner lives in New York most of the time, but has posed all over the country, from New York to San Francisco and from Duluth to New Orleans. We read in *The Star:*

> Turner gets $75 a week for posing in store windows as a man of wax, and the work day is four and one-half hours. Sometimes Turner has worked as long as six and one-half hours when he was feeling good, but that is a long time to remain motionless or rigid, and he does not attempt it for that length of time unless conditions are favorable. Since he began posing as a wax figure and mechanical man he has not taken a drink of liquor, nor a chew of tobacco, nor has he smoked a cigar except in the performance of his act. Steady nerves are needed for work of this kind, and Turner says he is afraid if he does any of these things his nerves will go back on him and he will lose his

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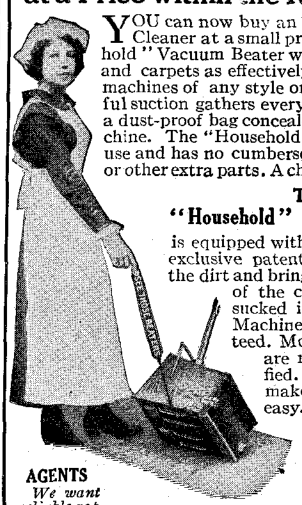

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$75 a week. Also when he is working as a wax figure he sleeps regularly and allows nothing to interfere with his rest. Eight hours of sleep he requires, and never fails to get it.

Turner was born in St. Joseph, Mo., and has been in the theatrical and business allied to it all his life. He began his career as an usher in the Tootle Theater in St. Joseph, for which he received no pay, but got two passes each week. He was then thirteen years old.

Altogether Turner has been twenty-five years before the public. Leaving St. Joseph he went to New York and for years he was with Barnum & Bailey's Circus and made trips abroad with amusement enterprises. He has been an announcer, an expert whistler in the band, and can whistle two notes above a brass band. He has been with amusement enterprises at Coney Island and Brighton Beach and other resorts around New York. He appeared in *poses plastiques* in the "Creation," in Dreamland, at Coney Island.

Turner got the idea that he could impersonate a wax figure one day in New York nine years ago as he stood in front of the display of a photograph gallery. There was an enlarged photograph in the collection with particularly set features and staring eyes, a perfectly rigid pose. Turner had heard of Frozo, the originator of the stunt, and he had heard of another man in California who was doing a similar performance, but as a profession it had never occurred to him to go into it. The photograph set him thinking, however, and he decided that a real man who could look like that photograph would make a real sensation. Turner did not spend a long time in practise, but started out to get an engagement, altho he had never done the act. When he got his original engagement and went into that window he was so nervous for the first five minutes that he felt himself getting white. After five minutes he said to himself, "Old chap, you are as good as anybody who ever did this act." He never has had any trouble since. Turner says that to some extent the secret of rigidity is the control of mind over matter, the will to do the thing. In preparation for going into his wax-figure state, Turner throws all of his muscles into a rigid position. Long practise has given him perfect control of every muscle, including those of the eye, which are the most important of all, for during his act Turner must not permit his eyeballs to move a hair's breadth. If he did, it would cause him to wink and the illusion would be dispelled. Turner says there are "Frozos" who can do the act perfectly, with the exception that they must "bat" their eyes. These are "would-bes," he says. There are only about twenty-five of these wax-figure men in the world, Turner says.

Show-girls and circus clowns usually do a whole lot of things to their faces before going before audiences, but making up is to them a light task compared with what it is to Turner. To proceed:

> It takes Turner an hour and forty-five minutes to make up, and it takes him from forty-five minutes to an hour to remove his make-up. First, he applies cold cream and then three kinds of grease paint and two kinds of theatrical make-up pow-

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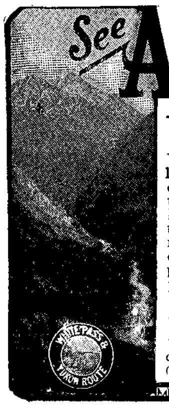

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der. Over the whole he sprays cold water, which congeals the paints and converts them into wax. After the wax is hardened and his face dries the surplus powder is dusted off and the wax effect is obtained, and he goes into the window. Turner says he is the only "Rigo" who does not wear a wig. He has a secret process he says which makes the hair in his head and around his eyes appear to be embedded in wax. Turner's face with his make-up off appears almost ashen, due to the application of the make-up through many years.

Turner does two kinds of wax acts. One is a demonstration act in a store window, in which it is necessary for him to lift his arms with a jerky effect, and to throw his head forward and backward in a bumpy way like a wax doll. Another is to sit motionless for hours holding some article in his hand in a natural position. For example, one of Turner's stunts is to sit at a soda fountain with a glass clasped in one of his hands, which rests upon the marble counter. This is the human-dummy act. He will sit there for an hour and never move a muscle. Persons will come in and say, "Don't sit there; that is a dummy there."

On one occasion a wax museum at Brighton Beach had the wax figure of a policeman in front of its place. As a jest, Turner walked up in front of the policeman, placed one hand of the wax figure on his shoulder in an attitude of arrest. A woman and two children came by. "Oh, mother, see the funny wax policeman arresting the wax man," one of the children said. Just as the woman turned Turner fell forward in his peculiar, staring, bumping way. The woman fainted.

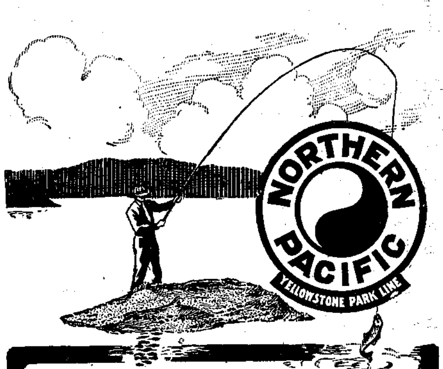
Turner is able to make up as a wax figure, and start himself into a crowd as if he had been wound up. He will walk with his legs perfectly rigid as a wax doll might, and he can walk into a crowd without batting an eyelash. The crowd always parts and make way for him. There is something uncanny about the performance that always gives him the right of way.

On one occasion in a Kansas City drugstore Turner was behind the counter finishing his make-up when a doctor came in. Turner was motionless and the doctor walked up to him and inquired for some article. Then the doctor saw that he had addrest a dummy, and asked the clerk what he was doing with a dummy behind the counter.

"It's a wonderful imitation," said the doctor. After making his purchase the doctor walked to the door and looked around, when Turner waved his hand at him. The doctor's face was a study.

"I have had them tell me all kinds of funny stories in order to make me laugh and break my pose," Turner days. "They have even tickled my bare feet. I have had them hold lighted matches as close to my eyes as it is possible to do without burning the wax or my eyelashes. But it can't be done. I won't smile or wink. The secret of this is that I simply concentrate my mind on one word. That word is 'no.' I have that word on the tip of my tongue; I think of nothing else. I keep repeating it over and over in my mind. If for one instant I shold stop, and my mind should grasp the trend of the story, I would laugh. But I never permit myself to get that one word out of my mind."

After an hour and a half, Turner can



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rest for ten minutes, and after this relaxation he can go at his work again.

One of Turner's stunts is to smoke a cigar as a wax figure, lifting the cigar to his lips with the jerking, bumping, irregular motion of a wax arm. He can smoke the cigar without the twitch of a muscle by a process of suction. The smoke he expels without the movement of a muscle, while the hand drops by degrees as if it had been wound up.

Turner says the ability to impersonate a wax figure is a gift of nature; that human wax figures are born, not made.

THE SPICE OF LIFE

A Diplomat.—SHE—" Jack, when we are married, I must have three servants."

HE—" You shall have twenty, dear—but not all at the same time."—*Answers.*

Clever.—" I had a poet on one side and a millionaire on the other."

" What did you talk about? "

" I talked to the poet about money and to the millionaire about the intellectual life."—*Life.*

Her Reason.—CURATE—" I am glad to see you come so regularly to our evening services, Mrs. Brown."

" Yus. Yer see, me 'usband 'ates me goin' hout of a hevening, so I does it to spite 'im."—*Punch.*

Obliging.—KNICKER—" Did you move to the country in order to bring your children up to play on the grass? "

SUBBUBS—" No; so that the real-estate agent could bring his children up decently in the city."—*Brooklyn Life.*

One Chance Left.—" What a lively baby ! " said Flaherty. " Have ye had his picture took yet, I dunno? "

" Not yet," said Fogarty, the proud father. " We thried to, but after an hour's lost labor the photygrafter rayferred us to a movin'-picture studio."—*Lippincott's.*

More Ancient.—" They say that chess is the oldest game," remarked the Old Fogy.

" Poker is older than chess," said the Wise Guy.

" How do you know? " asked the Old Fogy.

" Didn't Noah draw to pairs on the Ark and get a full house? " replied the Wise Guy.—*Cincinnati Enquirer.*

A Keen Thrust.—" Edward Everett Hale," said a lawyer, " was one of the guests at a millionaire's dinner.

" The millionaire was a free spender, but he wanted full credit for every dollar put out. And, as the dinner progrest, he told his guests what the more expensive dishes had cost. He dwelt especially on the expense of the large and beautiful grapes, each bunch a foot long, each grape bigger than a plum. He told, down to a penny, what he had figured it out that the grapes had cost him apiece. The guests looked annoyed. They ate the expensive grapes charily. But Dr. Hale, smiling, extended his plate and said:

" ' Would you mind cutting me off about $1.87 worth more, please.' "—*Chicago Record-Herald.*

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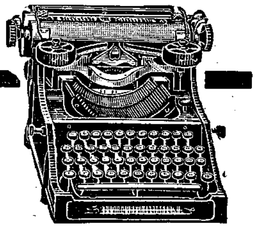
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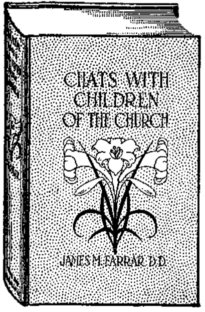

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Proof.—MARIE—"Are they in love?"

MAZIE—"They must be; she listens to him describe a ball game and he listens to her describe a gown."—*New York Telegraph.*

Hint to the Married.—STELLA—"Some say the high cost of living is due to lack of producers."

BELLA—"I find the best way to make 'em produce is to go home to mother."—*New York Sun.*

Too Practical.—"Never count your chickens before they are hatched."

"Of course!" sneered Mr. Crosslots. "You're another of those people who want to take the chief pleasure out of the poultry business."—*Washington Star.*

Disappointed.—"Come in and have it charged," was the inviting sign in front of a place of business in a Jersey town. A stranger, being somewhat low in funds, walked in briskly.

"I understand that I can get things charged here," he said, addressing one of the employees.

"Only storage batteries," replied the other man.—*Judge.*

His Kind.—A traveler who believed himself to be sole survivor of a shipwreck upon a cannibal isle hid for three days, in terror of his life. Driven out by hunger, he discovered a thin wisp of smoke rising from a clump of bushes inland, and crawled carefully to study the type of savages about it. Just as he reached the clump he heard a voice say: "Why in hell did you play that card?" He dropped on his knees and, devoutly raising his hands, cried:

"Thank God, they are Christians!"—*Everybody's.*

Particularizing.—A witness in a particular case had been examined by the lawyer of the plaintiff and was turned over to the lawyer for the defense for cross-examination.

"Now, then, Mr. Smith," began the legal one, "what did I understand you to say that your occupation is?"

"I am a piano finisher," answered the witness.

"Yes, I see," persisted the lawyer; "but you must be more definite. Do you polish them or do you move them?"—*Philadelphia Telegraph.*

Sad Ignorance.—Assistant District Attorney Clark was conducting a case in the Criminal Court. A large, rough-shouldered negro was in the witness-chair.

"An' then," said the witness, "we all went down in the alley, an' shot a few craps."

"Ah," said Mr. Clark, swinging his eye-glass impressively. "Now, sir, I want you to address the jury and tell them just how you deal craps."

"Wass that?" asked the witness, rolling his eyes.

"Address the jury, sir," thundered Mr. Clark, "and tell them just how you deal craps."

"Lemme outen heah," said the witness, uneasily. "Firs' thing I know this gemman gwine ask me how to drink a sandwich."—*San Francisco Argonaut.*

Its Job.—One-half the world spends half its time trying to find out how the other half lives.—*Cincinnati Enquirer.*

A Dead Shot.—" I never saw a girl that could hit anything she threw at."

" Well, you never saw my girl throw a hint."—*Indianapolis Star.*

No Time.—" Have you ever had nervous prostration? "

" No. I work for a salary which stops when I'm not on my job."—*Chicago Record-Herald.*

Discarded.—Women who spend most of their time trying to improve their complexions never think of the old-fashioned method of steaming it over a washtub.—*Chicago News.*

Catty.—" My husband," she said, " always wants me to look my best, no matter what the cost."

" Well," her friend replied, " one can hardly blame him for feeling as he does."—*Chicago Record-Herald.*

Strangers.—" I suppose you are well acquainted with the star of your company? "

" Never met him," replied the press agent. " A successful press agent must be an idealist, not a realist."—*Washington Star.*

A Bible Story in Slang.—Evangelist " Billy " Sunday, who has been conducting a series of revival meetings in Wilkesbarre, Pa., recently gave his version of the encounter between David and Goliath as follows:

Saul and all of his sons except David went off to war; they left David at home because he was only a kid. After a while David's ma got worried. She wondered what had become of his brothers, because they hadn't telephoned to her or sent word. So she said to David, " Dave, you go right down there and see whether they are all right."

So David pikes off to where the war is, and the first morning he was there out comes this big Goliath, a big, strapping fellow about eleven feet tall, who commenced to shoot off his mouth as to what he was going to do.

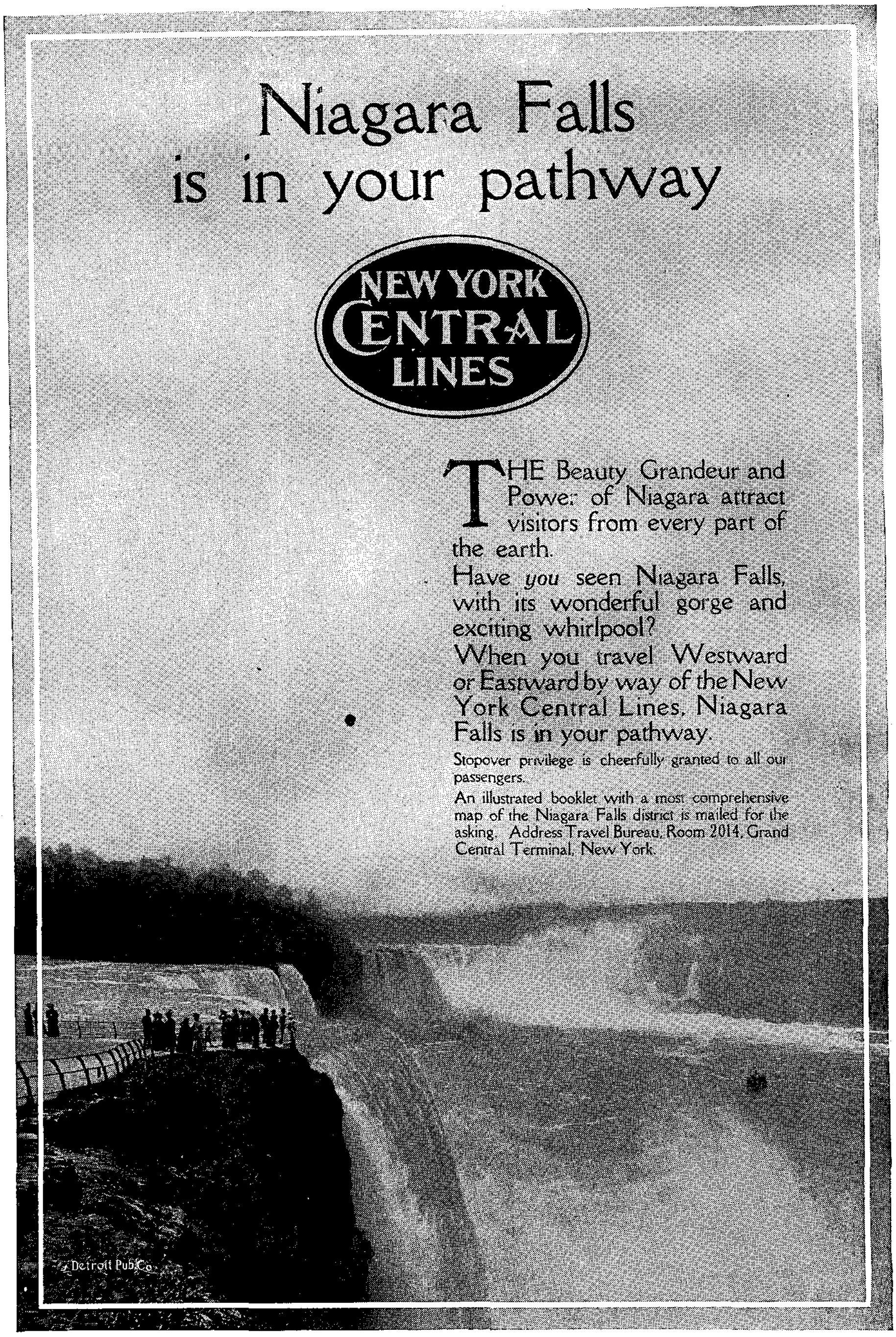
" Who's that big stiff putting up that game of talk? " asked David of his brothers.

" Oh, he's the whole works; he's the head cheese of the Philistines. He does that little stunt every day."

" Say," said David, " you guys make me sick. Why don't some of you go out and soak that guy? You let him get away with that stuff." He decided to go out and tell Goliath where to head in.

So Saul said: " You'd better take my armor and sword." David put them on, but he felt like a fellow with a hand-me-down suit about four times too big for him, so he shook them off and went down to the brook and picked up a half dozen stones. He put one of them in his sling, threw it and soaked Goliath in the coco between the lamps, and he went down for the count. David drew his sword and chopped off his block, and the rest of the gang skidooed.

Evangelist " Billy " apparently believes the plain people want rag-time salvation.—*Chicago Record-Herald.*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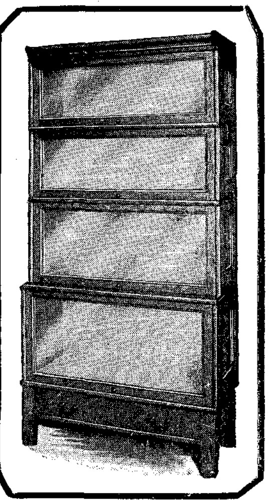

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Almost Silent.—If money really talks, some men are fond of whispering.—*Judge.*

Different Now.—GOVERNOR (sternly)—" When I was your age, my boy, I was making an honest living."

BOY—" And now look at you."—*Life.*

Advance Information.—" Young man, we need brains in our business."

" I know you do. That is why I'm looking for a job here."—*Baltimore American.*

His Snap.—" 'I gorry, I'm tired ! "

" There you go ! *You're* tired ! Here I be a-standin' over a hot stove all day, an' you wurkin' in a nice cool sewer ! "—*The Masses.*

Missing the Music.—OLD LADY (watching moving-picture photographer taking a street scene)—" I must be getting deaf. That man's grinding his hand-organ, and I can't hear a note."—*Puck.*

Considerate.—FATHER—" Really, I am afraid to associate with my own children for fear my morals will be hurt."

DAUGHTER—" But, papa ! Don't you suppose we realize that, and are careful when we're with you? "—*Life.*

Got a Cold Potato.—" I guess I'll get out of business," said the salesman, dolefully. " I'm too unsophisticated. I made arrangements with a firm for exclusive territory for the sale of Japanese art."

" What happened? "

" They gave me California."—*Washington Star.*

Obedient.—MOTHER—" Mabel, why do you take two pieces of cake? "

MABEL—" 'Cause, ma, you told me not to ask twice for it."—*Puck.*

You May Have Noticed.—" Poverty may be a blessing in disguise."

" No doubt," replied Miss Cayenne, " but it is such a small blessing and such a big disguise ! "—*Washington Star.*

Pure Luck.—'14—" How did you get your stolen watch back so quickly? "

'13—" The poor idiot of a thief took it to a pawnshop, where they at once recognized it as mine."—*Pennsylvania Punch Bowl.*

Kept Her Pledge.—BLACK—" She said on her wedding day that she would go through everything for him."

WHITE—" Well, I guess she has. I loaned him a ten spot this morning."—*Judge.*

Restitution.—" How did they happen to meet? "

" He ran over that poodle of which she was so fond."

" Did he replace it? "

" Looks that way. He and she are now engaged."—*Louisville Courier-Journal.*

Trespassing.—" Ma ! ma ! " sobbed Willie, " do my ears belong to my neck or my face? "

" Why, what is the matter? " was the temporizing reply.

" Well, you told Mary to wash my face, and she's washing my ears, too ! "—*Sacred Heart Review.*

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Different Make-Ups.—"All the world's a stage," said Mr. Stormington Barnes.

"Yes," replied Senator Sorghum. "About the only important distinction to be noted is that some of us have to make up our minds instead of our faces."—*Washington Star.*

Blaming Underwood.—"I'll never vote the Democratic ticket again," said the pessimist.

"What's the matter?" asked the Optimist.

"Why, they have decided to reduce the tariff on plush photograph albums to 25 per cent."—*Cincinnati Enquirer.*

Even.—AFFABLE PASSENGER—"Indeed, and you are a music-hall artiste! I am a banker, and I think it must be at least twenty years since I was in a music-hall."

MUSIC-HALL ARTISTE (regretfully.)—"And I am quite certain, sir, it's twenty years since I was in a bank."—*Sacred Heart Review.*

CURRENT EVENTS

Foreign

April 24.—Austria, in a note to the Powers, says they must compel the Montenegrins to give up Scutari or she will do it alone.

Director Hughenberg, speaking for the Krupp interests, denies Dr. Liebknecht's charges that the company corrupted German war officials in order to increase its sales of war materials. He says that if any bribing was done, the company knew nothing of it, and the briber spent his own money.

April 28.—The five-Power loan agreement is accepted by the Chinese Government.

April 29.—Austria tells King Nicholas that if the Montenegrins do not evacuate Scutari by May 1, war will be declared.

Domestic

WASHINGTON

April 26.—Senator Kern's resolution for a Federal investigation of the West Virginia coal strike is reported favorably.

April 27.—The Senate Committee on Education and Labor agrees to report favorably the nomination of Charles P. Neill to be Commissioner of Labor Statistics. Early in the session Neill's nomination was rejected by the Democrats in the Senate.

April 29.—The Senate Canal Committee postpones further consideration of the Panama toll question until the regular session of Congress.

GENERAL

April 25.—The Bethlehem Steel Company buys the Fore River Shipbuilding Company's plant at Quincy, Mass., and, press dispatches say, will enter world competition as a builder of complete battleships.

Forty-one persons are recognized by the Carnegie Hero Fund at Pittsburg.

The striking miners in the Paint Creek district of West Virginia accept terms proposed by Governor Hatfield.

April 27.—A break in the Mississippi River levee at Lansas, La., causes 900 square miles to be inundated and 20,000 people to be driven from their homes.

April 28.—Secretary of State Bryan addresses the California Legislature, advising delay on the proposed antialien land law to allow the State Department to make a new treaty with Japan or the appointment of a commission to treat the subject with President Wilson.

April 30.—The California Senate passes an antialien land bill against the advice of Secretary Bryan.

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"M. C. M.," Carlisle, Pa.—"Kindly give me the pronunciation of the Irish names *Synge* and *Deidre; Synge* being the name of the dramatist, *Deidre* the name of a poem by Mr. Yeats."

The name *Synge* is pronounced just as the English verb *singe*. *Deidre*, as a Gaelic (or Welsh) word, would be pronounced dayee′-dray (*ayee* being the sounds heard in *day* and in *eel*, pronounced close together as a diphthong. This diphthong is the vowel of the first syllable, and receives the accent).

"O. C.," Manati, Porto Rico.—"Kindly tell me what the private name of George V. of England is."

In the Brockhaus "Konversations-Lexikon," under the term *Wettin*, one finds the statement: "From this, *i.e.*, from a castle in the Merseburg region of Prussia, the *Wettin family* took its name, from which . . . the royal houses of Great Britain, Belgium, and Portugal . . . are descended." The family-name of George V. is, therefore, *Wettin.*

"C. M.," New York, N. Y.—"What is the best opinion to-day concerning the propriety of terminating a sentence with a preposition?"

A preposition is a good word to end a sentence with—as good as any other word of its weight or force. A writer or speaker is at liberty to end a sentence with a preposition provided that such arrangement does not lead, at the close of the sentence, to an unpleasant or weak accumulation of unstressed syllables. *Occasionally, it will be* found that (euphony being assumed) the arrangement which ends with a preposition is less dignified *than another; but more frequently it will be* found that it is more forcible because more natural to let a relative clause end with a preposition: "He was betrayed by the very thing that he trusted *in*."

"E. H. S.," Chicago, Ill.—"What is the correct form, when writing, to address a cabinet officer of the United States?"

The correct form of address for a member of the President's cabinet is "The Honorable the Secretary of State," or "The Honorable John Smith. Secretary of State"; and letters should begin: "Sir." Address the President of the United States as "His Excellency the President of the United States," letters beginning: "Mr. President,' or '"Sir."

"E. T. P.," San Francisco, Cal.—"(1) Which of the following sentences is correct? 'I had better go to-day,' or 'I would better go to-day.' (2) Is it correct to say 'I had just lain my book aside'? Is lain ever transitive?"

(1) Both are correct. "I *had better* go" makes use of a long-established English idiom; *would better* is felt by some persons to be the more logical construction, but these critics of *had better* have, in the eyes of many of us, the look of purists.

(2) *Lain* is the past participle of the intransitive verb *lie*, and should never be used as a transitive verb. The verbs are: transitive, *lay, laid, laid;* intransitive, *lie, lay, lain.*

"I. M. J.," Cincinnati, Ohio.—"In THE LITERARY DIGEST for August 10, 1912, page 214, first column, last line, occurs this wording: 'But our Government *are* in some sort.' Is the plural form of the verb correctly used?"

The quotation is from an English paper, and refers to the English "government." The term is one applied specifically to the cabinet—the prime minister and his associates. The plural is used because, in this] sense, *government* is a collective noun (like *cabinet*) and the group of men who compose it is thought of and spoken of as plural. "Our Government" in the quoted passage is equivalent to "our governing ministers." This is the established usage in Great Britain and the British colonies.